

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST  
FAIR  
Barometer 30.02

November 24, 1914. Temperature 6 a.m. 70. 2 p.m. 80.  
Humidity 80.

November 24, 1914. Temperature 6 a.m. 68. 2 p.m. 78.  
Humidity 70. 65.

206 號七月十年寅甲

TUESDAY, NOVEMBER 24, 1914.

二四號 亥十二月一曆英心西 SINGLE COPY 10 CENTS  
\$36 PER ANNUM.

## TO-DAY'S LATEST WAR TELEGRAMS.

### BRITISH AVIATORS' DARING FEAT.

### BOMBS DROPPED ON ZEPPELIN FACTORY DO SERIOUS DAMAGE.

### German Submarine Founders After Being Rammed.

[Reuter's Service To "The Telegraph."]

German Submarine Accounted For.

Nov. 24, 1.10 a.m.

The Admiralty announces that a British patrol vessel rammed the German submarine U18 off the north coast of Scotland to-day. An hour later the submarine was seen on the surface flying the white flag, and she foundered as the destroyer Garry arrived. The latter rescued 26 of the crew. Only one was drowned.

[The Garry, which has a speed of 26.51 knots, has a specially designed stern which has resulted in increased speed with the same engine power. She originally carried the armament of the 30-knot type of destroyer, but three 8 in. 12 pr. quick-firers have been substituted for the 6 pr. quick-firers.]

British Aeroplanists' Daring Feat.

Nov. 23, 7 p.m.

In the House of Commons Mr. Churchill read a written statement to the effect that Squadron Commander Briggs, Flight Commander Babington and Flight Lieutenant Sippe flew from France to the Zeppelin factory at Friedrichshafen. They descended to within close range, under a heavy fire from guns, quick-firers and rifles, and threw bombs.

Commander Briggs a Prisoner.

Commander Briggs was shot down, wounded, and taken to hospital as a prisoner; the others returned safely to France.

Bombs Seriously Damage Zeppelin Factory.

Although the flying machines were damaged by gunfire, the officers report positively that all their bombs reached their objective, doing serious damage to the factory.

Fruitless Mutual Attacks in Argonne.

Nov. 24, 1.25 a.m.

A Paris official message of yesterday evening's date says: "Cannonades continued to-day in the vicinity of Soissons and Rheims. Attacks on both sides, in Argonne, were without result."

No Tax Complaints.

Nov. 24, 12.10 a.m.

In the House of Commons, the Hon. Mr. E. S. Montagu referred to the total absence of complaint on account of the new taxes. We had reason to be proud, he said, of the manner wherein all classes met the sudden call, and this augured well for our success.

Violent Cannonading Resumed.

Nov. 23, 5.15 p.m.

A Paris communique states that yesterday was marked by violent cannonades. The enemy directed his fire especially on Ypres, where the battery of the Cathedral, markets and many houses are on fire, also on Soissons and Rheims.

We had a warm day in Argonne, where the enemy made a number of the hottest attacks, which were repulsed. There has been no change on the rest of the front.

(Official Telegram from British Foreign Office.)

German Press Campaign Recoils.

London, Nov. 22, 12.35 a.m.

The German Press Bureau is beginning to realise the ineffectiveness of the German press campaign.

The Berliner Tageblatt and the Cologne Gazette alike seem to understand that the German campaign has merely tended to alienate the sympathy of neutrals.

No Tea Exports.

The British Government has decided to forbid the export of tea.

Our Gallant Army.

In a Special Order issued by Sir John French, the Commander-in-Chief pays a magnificent tribute to the gallantry of the British troops and to their loyalty, especially under tremendous artillery fire.

"Its courage and endurance," says Sir John French, "is beyond all praise. It is an honour to belong to such an Army."

## TO-DAY'S WAR TELEGRAMS.

### Further German Atrocities.

The Belgian Commission of Inquiry has published its report on the German atrocities in the village of Andenne, where about 300 inhabitants were brutally murdered, 300 houses burnt and the remainder pillaged.

It is definitely established that the civil population committed no acts of hostility against the Germans.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

### EARLIER TELEGRAMS.

Austrians Forced to Evacuate New Sandoz.

Nov. 23, 3.35 a.m.

Reuter's correspondent at Petrograd wires that an official report says the fighting between the Vistula and the Warta continues with supreme determination.

There is no essential change on the Ozenastochowa-Cracow front. The Austrians in Galicia have evacuated New Sandoz, under Russian pressure.

Only Twenty-six of De Wet's Rebels Left.

Nov. 23, 3.35 a.m.

Reuter's correspondent at Pretoria reports that an official message states that loyalist troops are hotly pursuing the rebel leader De Wet and twenty-five men, who are all that now remain of his commando.

Germans Bombard Ypres.

Nov. 23, 2.15 a.m.

An official communique issued at Paris in the evening states:—The Germans violently bombarded Ypres on Sunday, the markets and town hall being destroyed.

A rather heavy cannonade took place in the region between Soissons and Veilly. Elsewhere there was nothing noteworthy.

### GERMANY'S WAITING FLEET.

Some Surprises Alleged to  
be Preparing.

The war is now many weeks old, and people who are anxious that the British Navy should have an opportunity for carrying out its instructions to "sink, burn, and destroy" the enemy are getting impatient at the non-appearance of the main German fleet. The British Navy shares that impatience; but our mood is not to believe in the utter ineffectiveness of Germany's naval leaders, and consequently they do not expect them to send their big ships in a hurry to meet certain destruction at the hands of a vastly superior force. Neither do our men forget that in the great wars of the past the primary function of our squadrons was always to wait.

The battle of Trafalgar was not fought until two years and five months after the declaration of war in May, 1803, and it was only rendered possible by the unceasing vigilance with which French ports were watched—Toulon by Nelson, Rochefort by Collingwood, and Brest by Cornwallis. Unfortunately the risks attending this policy have been enormously increased by the evolution of the submarine and the torpedo.

It is well for us, who place so much proper confidence in our Fleet, to remember that although the naval power of France and of Spain was shattered at Trafalgar, the salvation of Europe was not effected until ten years later on the field of Waterloo. Our Fleet ensures the safety of these islands; it seriously cripples the enemy, and it enables us to move our own troops (and those of our allies) about the seas in safety; but it cannot end the war. The Navy alone

cannot "pulverise Prussian militarism," and not until that is accomplished can we have peace.

But although the bashfulness of the German Fleet is quite in accordance with history and expectation, and although the enemy's use of guerrilla tactics was fully anticipated, various theories are being put forward to explain it. One of these is that Germany is rushing her new ships towards completion, and will hazard the cost of the die in the North Sea as soon as they are ready.

Fully to appreciate the value of this theory it is necessary to go back to the date of the declaration of war, and to see how the fleets then stood as regards possible reinforcements. In actual completed Dreadnoughts we had 23 to Germany's 17, and the following shows the vessels of this type which were in hand on August 4th:

1.—Completing Afloat in Britain:  
Emperor of India, 25,000 tons, 10 13.5 in. guns.  
Benbow, 25,000 tons, 10 13.5 in. guns.  
Tiger, 28,000 tons, 8 13.5 in. guns.  
Queen Elizabeth, 27,500 tons, 8 15 in. guns.  
Warrior, 27,500 tons, 8 15 in. guns.  
(a) Reshadieh, 23,000 tons, 10 13.5 in. guns.  
(a) Sultan Osman I., 27,500 tons, 14 12 in. guns.  
In Germany:  
Kaiser, 26,575 tons, 10 12 in. guns.  
Grosser Kurfurst, sister ship.  
Markgraf, sister ship.  
Kronprinz, sister ship.  
Derfflinger, 28,000 tons (?), 8 12 in. guns.  
Lützow, 28,000 tons (?), 8 12 in. guns.  
11.—On the Stocks.  
In Britain:  
Valiant, 27,500 tons, 8 15 in. guns.

Barham, sister ship.  
Malaya, sister ship.  
Royal Sovereign, 25,500 tons (?), 8 15 in. guns.  
Royal Oak, sister ship.  
Revenge, sister ship.  
Ramillies, sister ship.  
Resolution, sister ship.  
(b) Alm Lützow, 28,000 tons, 10 14 in. guns.  
(b) Alm Cochrane, 28,000 tons, 10 14 in. guns.  
In Germany:  
Ersatz Worth, ? tonnage, 8 15 in. guns.  
T., sister ship.  
Ersatz Hartha, ? tonnage, 8 12 in. guns.  
(c) Salamis, 19,500 tons, 8 14 in. guns.  
(a) for Turkey, (b) for Chili, (c) for Greece.

The above does not include the ships of the current programme (four British and two German); but it is evident from this that time is on the side of Britain. The mere counting of heads will not give a correct idea of the state of affairs.

Where Germany may be able to utilise delay for the improvement of her position is in torpedo craft. The Vulcan Works and the firms of Krupp and Schichau have reached a high pitch of efficiency in turning out destroyers, and in recent years the average rate of construction in Germany has been far more rapid than here, the total average being from 24 to 27 months for our boats and from 12 to 15 for Germany's. The Reichstag recently expressed its willingness to vote credits immediately for an emergency programme including six divisions of destroyers (which may mean either 36 or 72 boats), and there is little doubt of the ability of the firms named to turn out at least the smaller number in less than twelve months.

Of Germany's capacity for submarine construction little is known. The Navy Law Amendment of 1912 contemplated the building of six boats a year, and so far only two yards have engaged in this work—Krupp, at Kiel, and the Imperial Dockyard at Danzig.

Another suggestion, put forward with some show of authority, is that German battleships have been taken in hand with a view to the replacement of their original armaments by guns bigger and more powerful than anything there is in the British Fleet. It seems almost unnecessary to point out that the guns of a warship are not field guns that can be trundled ashore and replaced by bigger weapons at an hour's notice. So far from this being the case, the gun, both individually and collectively, forms one of the most important influences in the general design of the ship. The strain caused by their discharge can be accurately calculated, and the structure of the ship is designed accordingly. Any considerable increase in the power of the guns would therefore necessitate practically the rebuilding of the vessel.

A few details will illustrate this. The German 12-inch naval gun develops a muzzle-energy of 50,720 foot-tones, while the 15-inch weapon to be mounted in battle ships now in hand has a muzzle-energy of 90,096 foot-tones, an increase of over 80 per cent. in the strain imposed upon the ship and the mountings. The latter are a very important item. A 15-inch gun could not be placed in a 12-inch mounting; and it takes almost as long to build a set of mountings as it does to build a ship, hence orders for the former are invariably placed long before the hull is put in hand. New and larger heavily-armoured turrets would have to be made, to say nothing of ammunition, charges, hoists and the other paraphernalia that goes towards making a naval gun effective.

This story may therefore be dismissed; but even if we were to assume that 15-inch guns were being substituted for 12 in. in German ships, what would the

## BRAZIL TAKES PRECAUTION.

No Cipher Messages can be  
Cabled to that Country.

In imposing a censorship upon all cable messages to and through Brazil, the authorities of that country are believed to be following the example of the United States in the matter of wireless, for the better maintenance of a perfect neutrality in the European struggle. The censorship, as announced by the Commercial Cable Company over their line to Manaus, necessitates the acceptance by the sender of all risks of delay and non-delivery. All use of codes and ciphers is prohibited, and the message must be written in plain language in English, French, Spanish, Portuguese, Italian, or German, and it must bear the signature and address of the sender.

Officers of the Commercial Cable Company were without any knowledge of what inspired the prohibition. They issued their announcement upon instructions received from the International Telegraph Bureau at Bern, Switzerland. The bureau, organised under international convention, issues such directions upon request of the telegraph authorities of member countries. In this instance the notice of censorship went to all cable and telegraph companies having connections in Brazil.

Brazilians in New York are inclined to explain the action of their Government on the ground that operations by war vessels of the several belligerent countries have been facilitated by cable despatches to commanders of Brazilian prizes, apprising them of the movements of enemy shipping. To remove the possibility of raising any question of Brazil's neutrality, the Government appears to have thought well of excluding all code messages.

The Brazilian Vice-Consul in New York was without any official explanation of his Government's step. But at the suggestion that it might indicate some tentative step in the interest of either Great Britain or Germany, he expressed a vigorous denial.

"That is out of the question," he explained. "Brazil desires to be the good friend of every one of the nations at war. German interests and British interests are very large in Brazil, and we are very friendly with France and Belgium and Portugal. Brazil has no boundary question and no conflict of interests in South America. She would have nothing whatever to gain by taking sides in any way in the present war. And she has no intention of doing so."

to ition be then? Germany would still have failed to equip her ships better than our own, for the Krupp 15-inch gun fires a shell of only 1,875.12 lb. as compared with the 1,950 lb. of the British weapon of the same calibre. Krupp's also make a 16-inch gun—or include it in their lists—which fires a shell of 2,028 lb.; but there is no reason for believing that this is adapted for naval use. The same may be said of the new siege guns of 16 1/2 and 20.8 inches calibre, which Krupp are stated to be manufacturing. The larger weapon, by the way, is said to send its projectile to a height of 1,200 yards when firing at a 12-mile range. This is probably a misprint for 12,000 yards, as our own 12-inch gun at long ranges sends its shell considerably higher than "Mont Blanc" Percival Hisslam in the *Globe*. [This article has been modified in certain particulars by the Press Bureau.]

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONDENSED.

The British Government has forbidden the export of tea.

The Germans are bombarding Ypres, Soissons and Rheims.

The Austrians in Galicia have evacuated New Sandoz under Russian pressure.

There is no essential change in the fighting between Czenstochowa and Cracow.

In Argonne a number of the hottest attacks by the Germans have been repulsed.

Loyalist troops are hotly pursuing De Wet and 25 men, all that remain of the rebel commando.

The German Press Bureau is beginning to realise the ineffectiveness of the German press campaign.

Sir John French, in a Special Order, pays a magnificent tribute to the gallantry of the British troops.

The Germans violently bombarded Ypres on Sunday, the markets and Town Hall being destroyed.

After being rammed by a British patrol vessel off the north coast of Scotland, German submarine U18 foundered.

In the House of Commons, the Hon. Mr. E. S. Montagu referred to the total absence of complaint on account of the new taxes.

Three British aeroplanists descended on the Zeppelin factory at Friedrichshafen and did serious damage with bombs; Squadron Commander Briggs is a prisoner.

The Belgian Commission has published its report on German atrocities in the village of Andenne, where about 300 inhabitants were brutally murdered, 300 houses burnt and the remainder pillaged.

#### NEWS.

Further notes on the crisis appear on page 4.

Interesting war items are given to-day.

"Jottings by the Way" appear on page 4.

General news and some stories from the front appear on page 3.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 6.

The Hongkong Government is to bear the expense of sending home 60 volunteers for service with the new Army.

## DON'T FORGET.

#### TO-DAY.

Bijou Theatre—9.15 p.m.  
Victoria Theatre—9.15 p.m.

#### TO-MORROW.

Bijou Theatre—9.15 p.m.  
Victoria Theatre—9.15 p.m.  
Licensing Board Meeting—2.15 p.m.  
Sale of Household Furniture and Curios, No. 2, Alverston Terrace, Peel St.—G. P. Lamert—2.30 p.m.  
H.K. Chess Club—City Hall—5.15 p.m.

Monday, November 30.

St. Andrew's Day Concert at Theatre Royal.



## NOTICES

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radical cure of this erstwhile in-  
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Hongkong, 16th August, 1910

## LESSONS IN CHINESE.

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ture, has been a teacher to  
European officials and merchants  
in this Colony for over ten years.  
He has a good method of train-  
ing Europeans to pass in the  
Chinese examination, and is  
possessed of a first rate certificate  
as a Chinese teacher. He has  
also a good knowledge of Man-  
darin and Hakka.

Those who intend learning the  
Chinese language are requested  
to write o/o "Hongkong Tele-  
graph" office or direct to No. 14,  
Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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## HOTELS.

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Hongkong, July 14, 1914.

J. H. TAGGART,  
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Simple Bath ..... 75 cts.

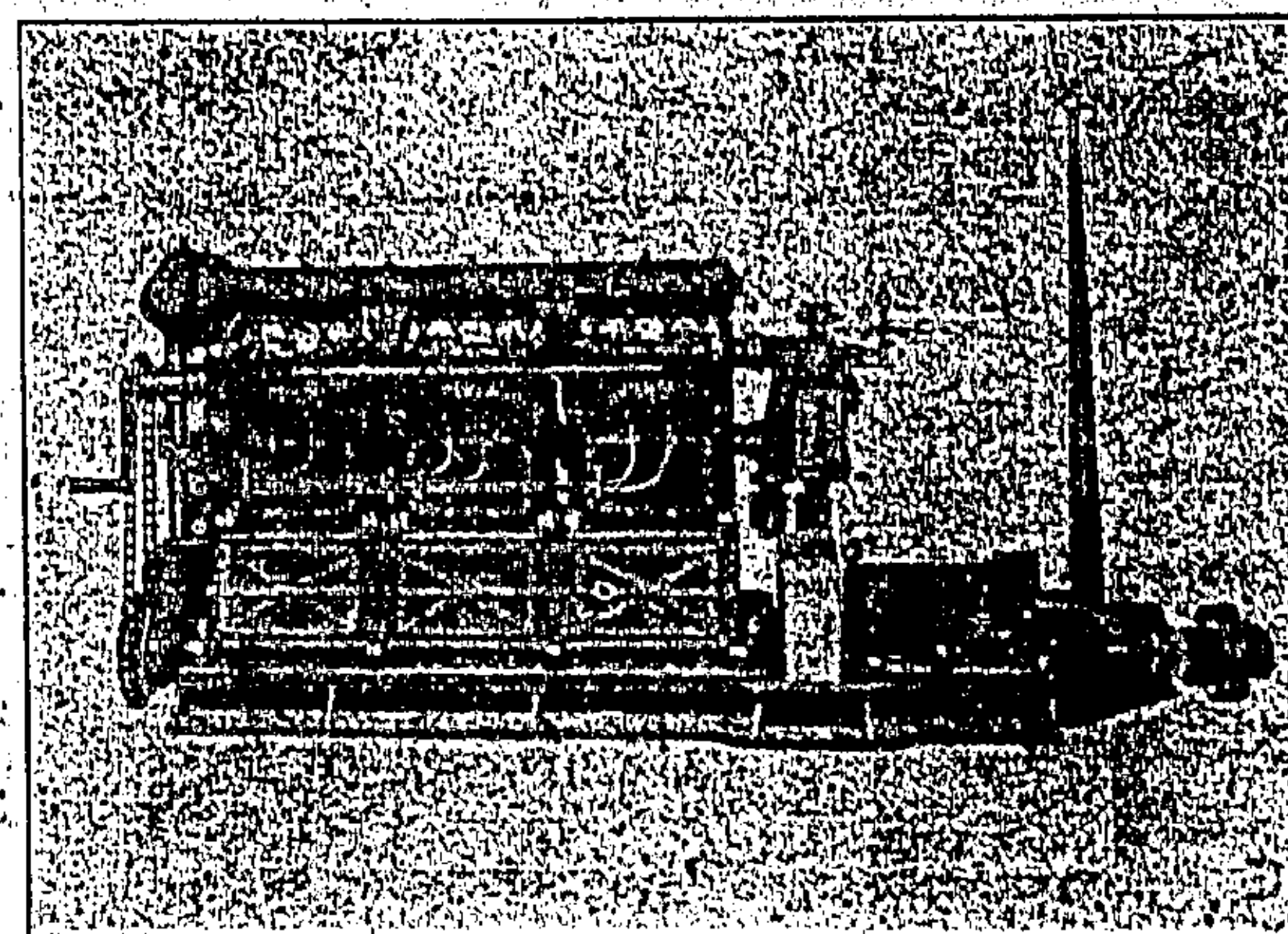
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OUR  
CONTEMPORARIES.

South China Morning Post.

Italy's Isolation.

From the point of view of self-  
interest, Italy has acted most  
wisely in following the plan of  
independence and isolation, but  
whether she can continue to do so  
indefinitely is altogether another  
question. Should the Austro-Ger-  
man forces secure even a tem-  
porary success, Italy, for fear of  
eventual reprisals for her defection,  
will be forced to throw her  
weight into the balance. Should  
she be compelled, in such circum-  
stances, to take up arms, the ac-  
cusation of greater self-interest  
would lie and Italy might find her-  
self in the invidious position of  
having fallen between two stools.  
For the moment Italy is serving  
usefully the cause of peace, but  
would she not serve the interests  
of humanity and freedom more  
effectually by definitely an-  
nouncing her position? Such a  
course would certainly entitle her  
to much more consideration when  
the day of settlement arrives than  
she will receive by having been  
one of those who also serve, but  
only stand and wait.

Daily Press.

Japan's Foreign Trade.

It is no doubt true that Japa-  
nese goods in many cases leave  
something to be required in this  
respect, which would suggest  
that the proper way to increase  
the sale of home-made goods  
would be to improve the quality.  
If the foreign and home-made  
article are of the same quality  
and even of the same price, the  
person who prefers the article  
made in his own country is  
perfectly justified in his choice,  
while in the case where the  
home-made article is inferior but  
cheaper, the immediate state of  
his purse may lead him not  
wisely to choose the latter.  
It would certainly, however, not  
be true economy for him to  
purchase an inferior and higher-  
priced article solely on the  
ground that it was home-made.  
It will thus be seen that both in  
regard to the improvement of  
foreign trade and the growth of  
the national economy a middle  
course must be steered to avoid  
danger. To improve the foreign  
trade returns by checking imports,  
which the extremists in Germany  
and Japan advocate, is to kill the  
goose that lays the golden eggs,  
since it tends to deprive inter-  
national commerce of its raison  
d'être. In the same way the  
entire substitution of home-made  
articles for foreign ones would  
not only tend to injure the  
interchange of articles which is  
the basis of foreign commerce,  
but would prove of no benefit to  
the national economy, even if it  
enriched a few individuals.

China Mail.

German Mendacity.

We can only rotise in passing  
"the British Consul-General at  
Munich" (what is he doing there  
in these times of war?) extorting  
Swiss merchants to boycott all  
German trade; and British troops  
robbing and destroying property  
in Antwerp to the value of £rs.  
200,000,000. The anguish of  
this last message is heartrending.  
Eight millions sterling worth of  
property, which ought to have  
been waiting for the good German  
troops, when they were dismissed  
from that boastful parade entry  
into Antwerp to the more con-  
genial task of looting. The  
endurance of the British soldier  
is truly marvellous, that he could  
get safely away from Antwerp not  
only with all his guns, but also  
with such mountainous plunder.  
We agree with our contemporary's  
conclusion that such reports are  
not intended to convey anything  
else than to create a bad impression  
against those opposing German  
ambition, to depreciate their en-  
emies and to exalt their own pre-  
stige. The utter imbecility of the  
whole of Germany's mendacity  
clearly proves how their absurd  
pretensions have completely  
destroyed their judgment. As  
the Tenthon was never much of a  
sportsman and always a bad loser,  
it is highly probable that his  
lying campaign is merely the  
outcome of his defeated hopes.  
Neither individuals nor nations  
can build enduringly on such a  
rotten foundation.

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## GENERAL NEWS.

**Another Generous Gift.**  
The John D. Rockefeller foundation has given G. \$275,000 to Belgium to be used in the relief of widows and orphans and for the succour of the Belgian wounded.

**Claim Against a Hotel.**  
In the British Supreme Court, Shanghai, last week, Miss Seabrook made a claim against Bickerton's Hotel for the return of a barrel of Chinaware valued at \$100. Answering the Court, Mr. Bickerton said he had the barrel in his possession and was keeping it under an order of the American Court. The barrel was taken to the hotel by J. B. Melton with his luggage as it only bore his name. Judgment had been given against Melton in the U.S. Court on a claim by the hotel and the debt had not yet been met. His Lordship said defendant had no authority to keep the barrel. He could, however, hold it temporarily and get the U.S. Court to decide on the ownership as between Melton and the plaintiff. The case was accordingly adjourned.

**Trade in Jungle Produce.**  
The war is having a most depressing effect on the Jungle Produce trade of the Interior of British North Borneo and piles of Rotan and Damar are to be seen in godowns and even abandoned at the side of the Railway. There is no market.

**Drought in Borneo.**  
As a result of the drought in the Randam district of Borneo nearly all the padi crops are ruined, and most of the natives are without food of any kind. By many this almost unprecedented drought is attributed to the new bridge path being constructed through their virgin jungles to Pensiangan on the Tagul.

**Nelson's Prayer.**  
A correspondent sent the following to the London Times:—We have not been spared the Kaiser's invocations. Will you print for us the last words Nelson wrote after hoisting the signal "England expects" before the Battle of Trafalgar? "May the great God whom I worship grant to my country and for the benefit of Europe in general, a great and glorious victory; and may no misconduct of anyone taint it. And may humanity after victory be the predominant feature in the British Fleet. For myself individually I commit my life to Him who made me; and may His blessing light upon my endeavours for serving my country faithfully. To Him I resign myself, and the just cause which is entrusted to me. Amen. Amen. Amen."

**Fight Against Rinderpest in the Philippines.**

Rinderpest is still yielding to the subtle offensive taken during the past few months by the provincial authorities working in conjunction with the Bureau of Agriculture, says the Manila Bulletin, and the official figures compiled at the Bureau for last week show that three more towns have been declared free from the disease during that period. The number of infected provinces is, however, unchanged, the figures now showing 25 infected towns in nine provinces where the disease still hangs on. Baguio and Laguna now have but one infected town each, and telegrams received by the executive secretary show that no cases have been discovered in either province during the past week. The same condition applies in Iloilo, Iloilo, which is one of the two towns infected in that province. Should these towns remain free for a month they will be officially removed from the list of infected municipalities.

**Unpopular.**  
Mr. Rudyard Kipling seems to have incurred the undying animosity of the German Press. The *Koelnische Zeitung* invites him to join Sir John French's army and "admire the brainwork of German strategy, at the same time becoming acquainted with the weight of German fists."

**Sir Everard Fraser, K.O.M.G.,** H. M. Consul-General, and Lady Fraser returned to Shanghai on the 17th inst. Lady Fraser having come from Home via America. On the same ship were Mr. and Mrs. A. W. Barkill, Mr. H. O. Gullard and Miss Bremner, also coming from England.

## NOTICE



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## STORIES FROM THE FRONT.

German Brutality to British Prisoners.

The following letter, received by the mother of an officer previously reported missing, shows that the humane treatment of prisoners, often recorded of the German soldiers, is not universal:—

I took one man and went to find one of our regiments, and run into more of the enemy. It was quite dark and the enemy were all round, so I got into a pit. Twice during the night I tried to get away but could not, and when day came I found myself in the middle of the German lines. Two Germans spotted me, but I shot them both and ran for it; but they appeared all round, and I was finally hit on the head with a rifle butt. A captain in the — was taken the same night and also some other soldiers. The Germans treated us abominably; they took everything we had and beat us and kicked us. — fainted in the road and a German officer kicked him on the head, and he has lost the sight of one eye. They made us go between two lines of men, who hit us with whips and rifle butts. They jeered at us, and one officer made us a speech in English and said we were cowards and everything else. He said if his regiment caught any English officers he would hang them. The way they treat the English soldiers in the camp is too disgraceful for words. Many of them are dying from exposure, and they are subject to every indignity possible. I'm going to a fortress to-morrow, I believe, where other officers are. I'm quite all right now, but very upset at having been taken so easily in the campaign.

**A Lieutenant's Adventure.**  
From a letter written by an officer at the front on Sept. 24.

Two days ago we arrived here, town under shell fire. I was at once sent on (it was about 11 p.m. and very dark) to the enemy's trenches with three scouts to see if they were still there. I went on about 300 yards in front of my scouts. It was a pretty jumpy job. The enemy's trenches were about 950 yards from ours. I paced about 850 yards and then got down on my hands and knees and crept on for some way, expecting every moment to run into the German trenches. It was pretty black, and I could only see a few yards in front of me. I had a loaded revolver and map with me. Every now and then I came across a dead German—rather creepy. Well, I couldn't think why I hadn't struck the trenches, so I went off on my left a bit. The stars had gone in and I was pretty well lost in the middle of this big plateau. After a bit I heard some people talking. I approached cautiously and heard they were talking German, so I sheered off again. After wandering about for a considerable time I heard some carts driving up a road. I approached with caution and there saw four of them. I let the three

## FOR THE LADIES.

**MADAME D. C. CASULLI,** a Parisian Dressmaker and Certificated Pupil of the "INDUSTRIAL SCHOOL" of Paris, once a Principal and a "Modelist" in the Firms of OLIVAN-BREVET, DOUILLET, and BEER of Paris—a Special Firm for purchases in Paris.

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Madame D. C. CASULLI, Peak Hotel, Rooms Nos. 91 and 92, Hongkong, 5th November, 1914.

leading ones go, by and stepped out to the fourth and put my revolver to the driver's head and told him to halt. By jove, the poor devil was terrified! He put his arm in front of his face and squeaked. I hadn't the heart to shoot him, it would have been too much like murder! I let him go past and had a couple of rounds at his car, when it had passed. He fairly let his horse have it and went off at a gallop. The last I saw of him he was driving like a madman across country. I don't know what became of him. Well, I thought it was about time to move, so I went along in the opposite direction. I wandered about for some time when suddenly I saw about a foot in front of me a trench full of men sitting down with their backs to me. I was a bit surprised and was not sure whether they were our fellows or not. I said "Hullo!" A man, I think it was an officer, who was nearest me, turned clean round and said, "Es ist der Engländer," or words to that effect. I did not wait to say "Good morning," but shifted for all I was worth. I was followed by a regular tornado of bullets. I ran about 150 yards and then came across a small trench into which I hopped. After I had been there about a minute I thought it was about time to be off, so I got up and began to run again. I hadn't been more than 10 yards when people began to shout at me from all sides. Seeing a hole just to my right I fell head foremost into it. It was getting light, I could see it was hopeless trying to get on again, so I reconciled myself to the prospect of staying there for the day and then to try to get on under cover of night. I discovered the hole I was in had been made by one of the enemy's shells; the man refer to this gun as "Little Willy." I was jolly thankful to "Little Willy" for making such a nice handy hole. It was about 10 ft. across and 2 ft. or 3 ft. deep and at the bottom a sort of V-shape. After having cogitated for a time I came to the conclusion that I was behind the enemy's line, and must have crept through between two trenches in the dark.

**Hair-Cutting Under Difficulties.**  
I was in that hole from 4 a.m. until 8 p.m. that night and it was quite the worst day I have ever spent. I had nothing to eat or drink and thought it very doubtful if I should get away. I got quite homesick! It was

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dreadfully lonely, and being the hungry didn't improve things. I kept fairly cheerful on the whole. I tried to do everything I could think of, even cutting my hair with a very blunt pair of hair scissors. I didn't get very far with that job! I also worked a piece of fancy work for you, which I will give you when I return. I lay on my back most of the day, and listened to the shells whistling past and watched the aeroplanes. There were a good many about. I peeped out occasionally and could see the Germans about 200 yards from where I was. I was now in front of them; they must have been sideways on the one I ran into. There was a hedge about 200 yards from me, on the opposite side from the Germans, so I decided to creep for it at dusk and to try to work my way round to the village where I left the regiment. There was a good bit of rifle fire just over me, and I could hear shoot-

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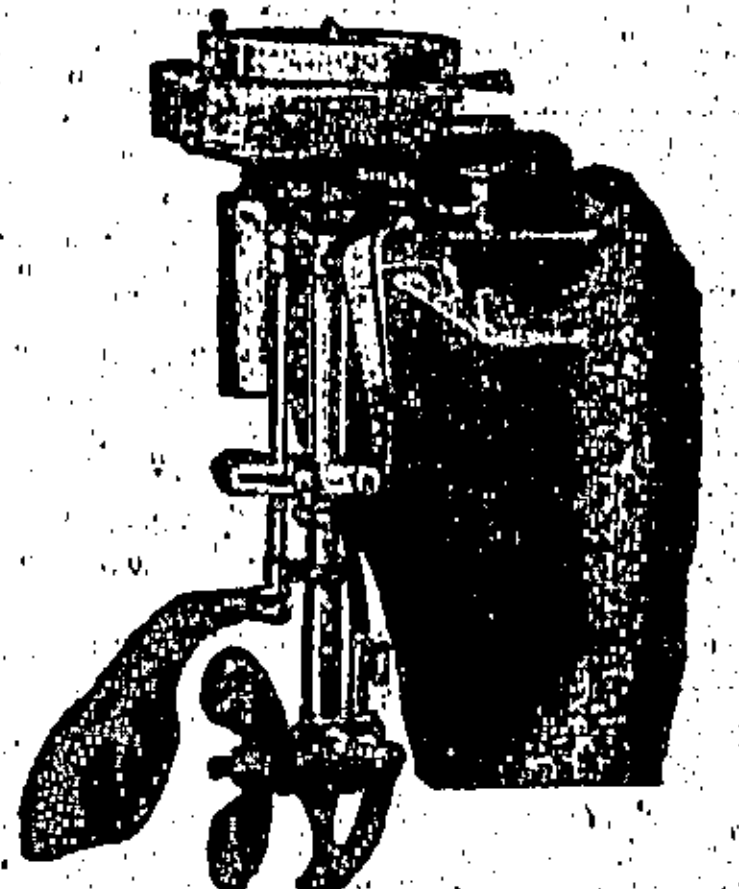
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"HONGKONG TELEGRAPH."

## BIRTH.

WITCHELL.—On October 31, 1914, at Saigon, to Mr. and Mrs.  
James Henry Witchell, a daughter.

## The Hongkong Telegraph.

HONGKONG, TUESDAY, NOVEMBER 24, 1914.

## PROFESSOR OR MILITARIST?

We stated on Saturday that a certain gentleman has promised to leave to Harvard University no less a sum than \$2,000,000, provided the Senate is willing to dismiss a pronouncedly pro-German teacher of Psychology—Professor Munsterburg. The offer, so we understand, has not been accepted; but that is by the way. Many people will see in the stipulation of this would-be benefactor nothing but narrowness and unjustifiable prejudice, for they will insist that education and militarism have nothing in common and that a man whose life is spent in the study and the teaching of philosophy should be exempt from party or national animus. Even in England, or, rather, in Wales, some university authorities were quite willing for their various German professors to resume their usual work at the beginning of the present term, and only strong local feeling prevented their doing so.

We grant that there is a number of German professors whose teaching and influence are quite harmless, and who have no sympathy with any "mailed fist" foolery; indeed who vastly prefer English life to German, and who have been so comfortable in foreign countries that they have no wish ever to return to their own. But this hardly seems to affect the main point at issue. For that main point is that there are many other professors hailing from Germany—Professor Munsterburg of Harvard, the gentleman in question, is a case in point—who are not only strongly opposed to the Allies (that doesn't matter much) but who admittedly go out of their way to instil into the minds of their pupils just such mad ideas as those which have brought about the present war.

At first glance there is something very attractive, fascinating even, about the modernised Machiavellianism that some of the up-to-date German writers have tried to foist on the world as "philosophy"; and impressionable youths between the ages of eighteen and one-and-twenty, whether British, American or German, find plenty therein that will flatter their vanity and persuade them that what they are learning is as good as gospel—and better. All lads of spirit are apt to look down, at least for a while, on a teacher who has nothing but learning to recommend him. The popular masters in an English school are those who have distinguished themselves in the cricket or football field, and who interest themselves in the boys' sports; and similarly the university professor who (as is usually the case among the Germans) has performed military service, is liable to be somewhat of a hero in the eyes of his pupils, more especially when he comes to them with specious arguments in favour of the right of might, and tells them that humility, modesty, pity, and readiness to help the weak are unbecoming real manhood, and that even knowledge itself is as nothing when compared with military greatness. The German university of forty years ago was healthy and indisputably cultured; that of yesterday and to-day is only too often a hot-bed of bogus philosophy and of militarism run mad. Presently the balance will swing back to a level of rationality, but, until that happy time, the less the products of such universities have to do with the education of young Britishers and Americans the better.

## The Horrors of Peace.

The *North American Review* has an article, under the above heading, which seems to argue that the tragedies of a great war are eclipsed by those that obtain in times of peace. In its list of horrors it includes accidents by rail; on the water, among falling buildings and in floods, together with the miseries revealed in the divorce courts or connected with the White Slave traffic. Of course the thing is exaggerated. Forty Titanic and Empress disasters, and as many San Francisco earthquakes, would not bring about a number of deaths that could compare with those that have already taken place in the present war. Nevertheless, the idea is a good one, and is a useful slap in the face to the cranks who are clamouring to have the war stopped.

## The Long Long Canker.

Any person who really pauses to think will see that peace is not an unalloyed joy. Tennyson showed us that, sixty years ago, in his "Maud." "Why do they pray of the blessings of peace?" he asks, and proceeds to sum up these alleged blessings in a most bitterly scathing manner. Let us have war, a dozen times over, he argues, rather than a peace that allows of sweating, national immorality, the oppression of the weak and the poor, robbery and dishonesty in every form, wholesale brutality to the young, shameless adulteration of food and a general degrading rush for money throughout the country. Peace that lasts too long makes humbugs and scoundrels of men, he tells us; whereas war is chastening, medicinal, puts men on their mettle and teaches them to rely a little more on their Maker and a little less on themselves. These, we should think, are points that it might be worth the peace advocates' time to weigh.

## "But Peace Hath Her Honours."

There are, nevertheless, many events happening in various parts of the world at the present moment which, but for the all-absorbing interest manifested in the war, would be given much prominence in the newspapers. Such, for instance, is the progress of the Shackleton Antarctic Expedition. We know that, just as war broke out, the famous British explorer set out on his long journey into the silent spaces of the earth; but, since that time, little has been heard of him or his band of workers. We notice from American exchanges, however, that, on October 18, the good ship *Endurance*, in which the voyage is being made, was coaling at Monte Video, Uruguay, and that up to this point the vessel had been delayed to such an extent by bad weather that coal gave out and spars had to be burned to enable the little craft to make port. At that time the leader of the expedition and his staff were all well. What now awaits the little band of explorers none of us know, but between the breathing spaces of the war Britishers will follow in thought the progress of these men who are carrying on a great work for civilisation just as our brave soldiers at the front are doing.

## Louvain Library.

In the "Official Statement" issued by the German gentleman who now styles himself Governor General of Brussels it is announced that a careful examination of the damage sustained by the city of Louvain has been made, and that "all lovers of art will rejoice to hear that, with the exception of the library, practically everything has been saved." With the exception of the library! But probably it would not occur to this cultured Prussian that a mere library matter! A useful notion would be, when the war is over, to re-construct Louvain library, with—as far as possible—duplicate copies of the lost books, taken from Berlin, Heidelberg, etc. Of course some volumes that are irreplaceable will have perished, but the majority can doubtless be renewed; and it would be but an act of poetic justice to make the Germans restore what they have destroyed. What are such people doing with valuable books in their possession, any way? Books and art treasures, to a nation that can act as the Prussians acted at Louvain, Rheims, etc. are even as a jewel of gold set in a swine's snout.

## DAY BY DAY.

EVERY TEAR OF SORROW SOWN  
BY THE RIGHTEOUS SPRINGS UP  
A PEARL.

## The Weather.

Lower level 8 a.m. Temp. 66;  
overcast.  
At the Peak 8 a.m. Temp. 75;  
misty.

## The Mails.

French Mail.—Due to arrive from  
Europe to-day.Siberian Mail.—Cleared at 3 p.m.  
to-day.

## Count the Columns.

Yesterday the *Telegraph* published 35 columns of solid  
reading matter. To-day there  
will be 35 published.

## The Dollar.

The rate of the dollar on  
demand to-day is 18.9-19.1.

## Returned.

Mr. J. Reid, general manager of  
Taikoo Dock, is among the Hong-  
kongites recently returned from  
Home.

## Back Again.

Sir Paul Carter, the Hon. Mr.  
D. Lyndale and Mrs. Lyndale re-  
turned from Shanghai by the  
Nellore to-day.

## Further Theft.

A Chinese woman residing in  
Belcher Street has reported to the  
police the loss of clothing valued  
at \$17.

## Fell into Harbour.

A Chinese boatman who fell  
into the harbour and was nearly  
drowned has been taken to the  
hospital.

## Stolen Fittings.

Mr. Chan Kai-ming has re-  
ported that some person entered  
premises in College View and  
stole the brass fittings.

## On Parole.

We understand that all Turk-  
ish subjects in Hongkong, the  
majority of whom are Jews, are  
on parole.

## Unwelcome Visitor.

A thief entered 52, Wellington  
Street on Sunday night, and stole  
13 pieces of jade stone, valued  
at \$280, and a Chinese rice bowl  
worth \$20.

## Loss of Clothing.

Mr. Whyte reports to the police  
that during the last two months  
he has had stolen, from the Hong-  
kong Club, clothing etc. valued  
at \$42.

## Grand Hotel Licence.

A meeting of the Licensing  
Board is to be held to-morrow  
afternoon to consider an applica-  
tion from Mr. C. Bond to sell  
intoxicating liquors at the Grand  
Hotel.

## Fell Down Hold.

A Chinese, supposed to have  
fallen down a hold on the s.s.  
*Takung*, has been taken to the  
hospital in an unconscious con-  
dition, suffering from injuries to  
his head.

## Foul Play?

The Hongkong police have  
found the dead body of a Chinese  
by the stone wharf, west of Bailey's  
Yard. Twelve stabs had been in-  
flicted on the deceased, and it is  
supposed that they caused death.

## Colon's Health.

During last week the only  
cases of communicable disease  
notified were one each of  
diphtheria and scarlet fever. Both  
sufferers were Chinese and both  
occurrences terminated fatally.

## Baby Injured.

A Chinese woman has reported  
that, while she was walking along  
New Street with a baby on her  
back, a bamboo pole fell from No.  
21 and hit the baby, inflicting a  
severe bruise on the head. The  
child was taken to the hospital.

## Crown Land Sale.

There was a sale of Crown  
land at the offices of the P.W.D.  
yesterday, when Garden Lot  
47, area 7,670 square feet, an-  
nual rent \$18, was sold to Mr.  
W. T. Edwards at the upset price  
of \$384.

## Kailan Output.

The total output of the Kailan  
Mining Administration's mines  
for the week ending November 7  
amounted to 46,026.52 tons and  
the sales during the period to  
46,681.45 tons.

## Junk Master's Story.

Wong Kwan, master of trading  
junk 620, of 6,616 piculs capacity  
and crew of 26, relates that, while  
his boat was at anchor at Shaui-  
wan, off Sai Wan Ho, ten men, ar-  
med with knives, boarded his junk.  
They commanded the master to be  
quiet and drove him and the crew  
into the hold of the junk. They  
searched the vessel and cleared  
off with \$1,200 in Chinese 20 cent  
pieces, 15 pieces of jewellery  
valued at \$72, clothing worth  
\$25 and a pair of shoes valued  
at \$3.

## NOTES ON THE CRISIS.

## THE SCARCITY OF NEWS.

How the Situation Looks  
at the Moment.

One might almost be pardoned  
for displaying a little impatience  
at the slowness with which the  
war news is filtering through just  
at present. For twenty-four hours  
from the time of writing only two  
or three brief messages have come  
to hand, and these, have not  
revealed any happenings of  
importance. We have apparently  
now struck one of those lulls  
which were bound to come after  
the recent heavy fighting, for  
even the best of fighting men  
cannot keep hammering away at  
it indefinitely, the more so when  
one realises the extremely hard  
weather which just now prevails  
at the front. In these circum-  
stances there is a limit to human  
powers of endurance, and  
exhaustion will make itself felt.

## Long Winter Campaign.

It has become evident for some  
weeks past that, far from approach-  
ing a decision, the conflict has  
now entered on its most obstinate  
phase. In both theatres of war  
the struggle is fast assuming the  
character of a long-drawn-out  
winter campaign. It will con-  
tinually be marked, as at the  
moment, by periods of comparative  
inactivity, but, none the less,  
it is likely at any moment to flare  
out into violent assaults. Accord-  
ing to the consensus of expert  
military opinion, the flanking and  
enveloping phases of the war seem  
to be closing, and there is thus  
less call for supreme generalship  
than for sheer hard work by the  
troops. From now on we may  
look for spasmodic frontal attacks  
from both sides, and in those  
attacks there will be plenty of  
hard fighting to be done.

## Our Advantage.

Here it must not be overlooked  
that the German second and third  
lines have been called out, and  
with these in position great efforts  
are being made to escape from a  
drugging war, which Germany  
can less afford to face than can  
the Allies. More than once the  
decreasing efficiency of the Ger-  
man forces has been mentioned in  
the wires, and this may well be  
accounted for by the fact that  
second and third grade troops  
are now in the field. For this  
reason, and because the allied  
troops are at least as good as, and  
probably better than, the best of  
the enemy's, there is no reason  
why the conflict should not event-  
ually result in our favour. The  
awkward fact for Germany is that  
every day there are being brought  
overseas, without let or hindrance,  
fresh troops to swell the Allies'  
lines, and what that means to an  
Army which has set its heart on  
breaking through the opposing  
ranks needs no pointing out.

## A Hongkong Contingent.

When, some little while back,  
it was announced that the Home  
Government could not see its way  
to pay the passages of men from  
Hongkong who were anxious to  
take a share in the fighting at the  
front, considerable disappoint-  
ment was felt locally. The  
opinion was then expressed that  
the Colonial Government might  
very well bear the expense, in  
order that Hongkong, like other  
Far Eastern Settlements, might  
be fittingly represented. The  
wish has now become an actuality,  
for it is announced that His Ex-  
cellency the Governor has decided  
to send Home, at the expense of  
the local Government, volunteers  
up to about 60 in number  
for service with units of the  
new Army. Several names  
have, we understand, already  
been sent in, and there is no  
doubt that the number mentioned  
will be easily found. And when  
the time comes for the departure  
of the Hongkong contingent, we  
hope they will be given a real  
hearty send-off.

## War Humour.

The Russians are having all  
the luck—if it be true that the  
Kaiser has taken over the com-  
mand in East Prussia.

For a few brief moments the  
Germans thought that we had  
imitated their methods, and that  
the Highlanders were women  
being driven in front of our Army.  
—*London Opinion.*

TRAFALGAR DAY  
MANIFESTO, 1914.The Present Naval Situation and  
Future Policy.We have received the following  
from the Navy League:—

The Executive Committee of  
the Navy League, in accordance  
with the custom which has been  
observed on each Trafalgar Day  
during the past twenty years,  
desires to submit to the members  
of the Organisation throughout the  
Empire a brief statement upon the  
Navy, together with a declaration  
of the Naval policy which, in the  
judgment of the League, it is  
desirable in existing circum-  
stances to advocate.

The League realises with pro-  
found gratitude the abounding  
patriotism and loyalty of the  
Governments and peoples of all  
the Dominions within the Em-  
pire who, without a moment's  
hesitation, upon the outbreak of  
war, placed their naval and  
military power at the disposal of  
His Majesty the King. In an  
especial manner the League offers  
their warm tribute of appreciation  
to the Princes and peoples of the  
Indian Empire whose noble sup-  
port of the British cause, in the  
terrible conflict which has been  
thrust upon the nations, will  
never be forgotten. The League  
further desires to express their  
recognition of the cordial co-  
operation which has been so  
successfully organised between  
the Fleets of France, Russia and  
Japan and the British Fleet.

The Navy League have the  
happiness to be in a position to  
declare without any qualification  
whatever that the strength, fight-  
ing capacity and general efficiency  
of the British Fleet stand at  
a higher level than has  
ever previously been achieved,  
even in the glorious history of  
the British Navy. Nor is this  
merely so, but it is equally  
gratifying that our Naval ad-  
ministration in all its complex  
and elaborate detail is being con-  
ducted with the qualities of  
vigour, skill and foresight which  
leave nothing to be desired.  
Moreover, His Majesty's Govern-  
ment is to be sincerely congratulated  
upon the appointment to the  
supreme command of the Grand  
Fleet of Admiral Sir John Jel-  
licoe, whose name is an inspira-  
tion of hope and confidence  
among officer and men.

The Navy League, therefore,  
appeal to all members to con-  
tinue their abiding faith in the  
Fleet and their confidence in  
the Admiralty.

In the exceptional circum-  
stances of the time the Navy  
League cannot do, more than  
indicate in general terms the  
Naval policy to the promotion of  
which the energies of the move-  
ment will in the future be  
devoted.

1. The League will continue  
with all the resources at their  
disposal to advocate that under  
all circumstances the British  
Empire must maintain as the  
basis of Imperial policy the  
Command of the Sea.

2. The League will resist all  
effort to weaken national  
enthusiasm in order to bring  
about a premature and ill-advised  
peace, and will continue to exhort  
the nation that nothing less than  
the destruction of the menace of  
German Sea Power can secure in  
the future the peace of the world.

3. In the light of the experi-  
ence gained since the beginning  
of the present conflict, the League  
are more than ever convinced  
that the establishment of a prac-  
tical scheme designed to safeguard  
the food supply of the people of  
these Islands in time of war must  
be undertaken by the State at the  
earliest convenient opportunity.

4. The League hold that the  
training of British boys for a sea  
career should receive the definite  
recognition and support of the  
Government and the Educational  
Authorities of the Country.

5. Now that the Country is  
involved in the greatest war the  
world has known the League  
maintain that the teaching of  
naval history and the study of  
the part which the Navy plays  
in the unity and prestige of the  
Empire should be made an  
essential feature of elementary  
education in every community  
under the British Crown. The  
Members of the League are proud

## JOTTINGS BY THE WAY.

"This is another instance of  
the untrustworthiness of Ger-  
man official news," plaintively  
remarks a Home paper. We  
don't doubt that. What we have  
been waiting for all along—and  
haven't got yet—is an instance  
of the trustworthiness of it.

Another Home paper announces  
that "a boom in rags is the latest  
evidence of wartime activity." This  
is the nearest boast of the  
*Daily*—well, of certain halfpenny  
papers, that we have yet come  
across.

From Manila sources we learn  
that that mysterious place Points  
Dapuni has once again been re-  
taken. We admit we can't find  
it in our gazetteer; and we also  
lost it in vain for Point d'Alencan  
and Point de Vice—which we  
imagine must be somewhere in  
the same neighbourhood.

An eleven-year-old Home cor-  
respondent finishes a recent letter  
with "P.S. Isn't the Kaiser a—"  
But we're not taking any chances.  
*Leave may be* is not usually a sin  
of ours. We will not say what  
the youth called the Kaiser, but  
we have almost decided to write  
to his (not the divine) Wilhelm's  
but the kiddie's) form-master, to  
enquire if the expression "rotten  
cad" is to be found in any of the  
school text-books.

"The British troops passing  
through France have sustained  
severe losses at the hands of  
souvenir hunters," says a con-  
temporary. So, for that matter,  
has the old lady in Connaught  
Road, judging from Saturday's  
police reports.

A German official statement  
says that "barring the buildings  
themselves" and the library,  
everything in Louvain is in a  
faultless condition. This is very  
noisy on the part of the Ger-  
mans; we quite thought they  
were going to say that their  
bombardment had improved the  
city, rather than not, and possibly  
that it had sent up the market  
value of the art collection.

"When the war is over they  
will resume their all-conquering  
march through the world," says  
a German paper; and we thought  
at first that "they" referred to the  
troops of the Fatherland. There  
is nothing to worry about, how-  
ever. The writer merely refers  
to toy soldiers—the most martial-  
looking thing in Berlin, by the  
way, until the Allies get there.

"The German Emperor is re-  
ported to have ordered his troops  
to occupy Dunkirk and Calais.  
This, he says, is an imperative  
command." But that was two  
months ago, and the Kaiser seems  
no nearer being obeyed than  
when he "ordered" his minions  
to eat their sauerkraut and blat-  
wurst in London before Christ-  
mas.

Evil communications corrupt  
good manners. The Austrians,  
copping Willie and his friends,  
asked their vine-growers how  
many Russian and Serbian prison-  
ers they would need, to get in the  
grape harvest; and promised as  
many as might be needed. We  
would suggest, as a national  
motto, in place of "Tu felix etc.,"  
"First, catch your hare."

Danish Budget.  
The Danish Budget for the  
financial year 1915-16 shows a  
total revenue of about £7,000,000  
and a total expenditure of about  
£6,300,000.

that their efforts in the past  
in the cause of Sea Supremacy  
have not been in vain. Sea power  
has enabled all the Dominions to  
answer the call to arms in defence  
of the Mother Country. It is  
therefore essential that there  
should be no relaxation of zeal  
and watchfulness in securing  
that the national policy of the  
United Kingdom shall adequa-  
tely provide for the problems of the  
future.

Signed on behalf of the Ex-  
ecutive Committee

ALFRED C. WELBY,

Acting Chairman.

P. J. HANNON,

General Secretary.



## AN AWKWARD PROBLEM.

"The Menace to Health in Hongkong and Shanghai."

We reprint the following from the *Far Eastern Review*:—  
When the European came to the East, settled down and built his homes and offices, the problem of house drainage and the disposal of night soil was readily solved. He simply fell into the ways of the natives and adopted the antiquated system of hand removal. The solution was easy and the vexatious engineering problems involved in designing a proper sanitary drainage system were so complicated, and the probable cost so excessive that the municipal authorities of the various ports in time came to look upon the Chinese way as the best for all concerned.

The disposal of the night soil through native contractors, who resold the refuse to the nearby farmers, gradually developed into a most lucrative business from which the municipal treasuries reaped a handsome income. And as year followed year and the little foreign ports and settlements expanded into the present great commercial entrepôts of the Orient, the ordure business also grew and prospered, the profits and municipal incomes keeping pace with the rapid increase in population. As the difficulties of establishing modern sanitary systems increased, with the development of the ports, and the municipal treasuries each year reaped a still higher revenue from the disposal of the night soil, and as each year saw the erection of larger and more expensive buildings without the slightest protest of conforming to modern sanitary ideas, the landlords and their representatives on the Municipal Councils began to defend the abominable traffic as the most economical, and most conducive to the health of the community. And so the system has been officially approved and the ratepayers educated into the belief that there is no other way out. The Chinese contractors cart the refuse away to the fields, and the farmers return it to the ratepayers in vegetable truck loaded with death-dealing cholera, typhoid and dysentery germs. And the yearly toll is mutely paid by the long suffering ratepayer in shattered health or by the greatest price of all, and still no protest is raised, nor demands formulated for a remedy. Ask any man in Hongkong or Shanghai why the town is not provided with modern sanitary arrangements, and he will find many good reasons and excuses for the existing system. It has been drilled into him by the reading of official reports, and with blind faith he accepts the reasons given as a matter of course.

But we are glad to see that Hongkong is waking up. Singapore and Manila, for years the centres of plague and other epidemics, have expended huge sums in modern drainage systems and as a consequence life is now safer and more enjoyable in those ports. On the other hand, new comers and visitors passing through Hongkong and Shanghai are loud in their condemnation of the utter absence of modern sanitary improvements in the hotels and houses of these ports. There are exceptions, however, to this, as there are a few hotels on the China Coast who have advanced as far as the law will permit them to.

It is an old problem and has been threshed out time and again, but as the years pass rapidly on, it must be squarely faced and some solution other than the existing one found. We are glad to see that there are a few public spirited men in Hongkong who realise the gravity of the problem in that Colony, and who have requested the Government to appoint a commission which will make a comprehensive inquiry and report on a proper water carriage system, without which no drainage problem could be solved. The *Hongkong Telegraph*, commenting on the situation, says: "There are some members of the Sanitary Board who realise that point, as the discussion at yesterday's meeting showed. Chief of these is Dr. Fitzwilliams, a man to whose opinions due weight should be given. In his view, Hongkong is not an up-to-date sanitary city."

## ENLISTMENTS FOR NEW ARMY.

Contingent to be Sent from Hongkong.

We are officially informed that His Excellency the Governor has decided to send Home, at the expense of the Colonial Government, volunteers for service with units of the new Army, up to about 60.

A further notice will shortly be published and circulars forwarded to those who have already registered their names, giving full particulars.

—it is one which is labouring under an antiquated system which has many deficiencies. That submission is one which will, we are sure, be endorsed by nine-tenths of the inhabitants of the Colony, who have suffered too long the inconveniences of existing methods for the disposal of sewage. The main objections which have been levelled against the adoption of the water-drainage system in Hongkong are that the place is not easy to drain, and that sea-water (of which we surely have an abundance) is not suitable for flushing purposes. But Dr. Fitzwilliams disposed of these contentions very quickly. He showed how in a flat place like Cairo, which has none of the advantages of Hongkong so far as drainage is concerned, such a system operates with excellent results, and he might have come nearer home and pointed also to the case of Gibraltar, which has much the same physical formation as Hongkong, and indicated how well the system worked there. Far from being a difficult place to drain, Hongkong is an extremely easy one. Then, too, the doctor pointed out that a water is utilised for flushing in many places with excellent results. The fact is, of course, that it is all a question of money, but that should not stand in the way of a solution of the problem. The Colony's health should be the first consideration of the Government, whatever the cost."

There are perhaps good reasons why the existing water main of Hongkong should not be utilised for flushing purposes, the main objection being the insufficient supply of fresh water, but there appears to be no good reason why salt water could not be employed instead. It will cost money, but all large schemes of this nature are expensive, and can be paid for by a bond issue covering a long term of years, so that the expense will be borne by future beneficiaries of the work.

We have full confidence that once the traditional red tape of the Crown Colony is cut through, and permission secured from the Government to proceed, our Hongkong neighbours will rise to the occasion and find the ways and means to carry into effect some modern sanitary scheme proposed by a competent committee of investigation.

And now that the seat of British influence in the East has at last shown signs of combating the old tradition that hand removal is the most efficient, perhaps some of the Municipal authorities in the lesser ports under British influence will follow suit. Perhaps even our Shanghai Municipal Council may be awakened to a sense of its obligations to the community it serves to give this grave matter passing notice, though we can readily foresee that in this Model Settlement, many arguments will be advanced, obstacles will be raised and objections insisted on to permit matters to stand as they are, and the old beliefs so thoroughly drilled into a passive community will again prevail.

There is no possible justification for further expansion of this traffic in Shanghai. The first step to be done is to follow the lead of Hongkong, and employ the services of the best drainage expert in the world, to make a report on the adoption of some system of sanitation to meet the peculiar requirements of a great and growing commercial metropolis like Shanghai. Then, whatever the cost, let the ratepayers decide. If there are insurmountable engineering problems, and a better system cannot be adopted, then approach the Japanese concern and accept their offer, and invite the Chinese authorities of the Native City to do likewise.

## SIR MATTHEW NATHAN.

"Truth's" Remarks on his New Appointment.

Sir Matthew Nathan's appointment as Irish Under-Secretary was a surprise—that is, if Government appointments in connection with Ireland ever are a surprise in that country, observes *Truth*. He belongs to the Jewish religion, and has succeeded a Secretary whose career began as a Nonconformist minister. Possibly he is the first Jew who ever was concerned in the Dublin Castle Government of Ireland. He has at different times governed Sierra Leone, the Gold Coast, Hongkong, and Natal. Experience, no matter in what varied parts of the world, can hardly be said, however, to give instruction with regard to governing in Ireland. Dublin Castle is a sui generis. The long list of those who reigned and ruled there is one of failures, with but very few exceptions. Perhaps if the experiment had ever been tried of sending officials to govern at Dublin Castle who had some previous knowledge of the history of Ireland, its people, and its government, the results might have been more satisfactory.

## TSINGTAU NEWS.

The Kaiser's Message. Peking, November 18.—The German Legation has received the following order of His Majesty the Kaiser: Expressing my most profound acknowledgment of the heroic defence of Tsingtau, I confer upon Captain Meyer-Waldeck the first class of the Iron Cross and reserve to myself to generously reward also the officers and the garrison of the fortress as well as the brave men of the Kaiserin Elisabeth. But they all will find the most beautiful reward in the admiration paid to them far beyond the fatherland. It has given me great joy to learn that the casualties are relatively small. The names of the killed and the wounded are to be wired as soon as possible.

The O. S. K. and Tsingtau. The Osaka Shosen Kaisha has applied to the Government for permission to establish a regular line of steamship services with Tsingtau.

Tsingtau Prisoners. The following has been sent to the editor of the *North China Daily News*:—

I read in the papers that it is intended to transport the survivors of Tsingtau to Japan. The ways of soldiers, diplomatists, and other interesting people have often puzzled me, but I am truly amazed at this decision. I should have thought it much more reasonable and sensible to keep these gentry where they are for a while, and set them to some useful occupation. In the first place I think they should have been given the task of sweeping up the mines in the inner and outer harbours of Kiauchau, and the adjacent seas. Secondly, they should be employed to complete the demolition of the fortifications, which should never have been set up. A third contingent could be usefully employed in clearing away all the entanglements, barbed-wire entanglements, etc., in the neighbourhood. Others could repair the roads, rebuild the damaged houses, re-erect the light-houses, and generally make the place presentable.

When I rent a house I am expected, at the termination of the lease, to hand it back in the same good order and condition in which it was at my date of entry, ordinary wear and tear excepted. The late disorderly tenant of Kiauchau having had his lease ignominiously terminated, should, before taking his departure, be made to put the place in order, so that it can be handed over to China in a reasonably clean and tidy condition. After that, it seems to my simple mind, would be time enough to think of giving the Tsingtau prisoners a nice holiday in Japan. They could do most of the work I have above indicated, and still be in time for the cherry blossom season in the Fairy Land of Nippon.

With the Germans.

Many think it should now be described as the German rank and file. German writers complain when dismissed, yet their countrymen are seeking whole towns.—*London Opinion*.

## DAIRY FARM NEWS

## HAM AND BACON

ABSOLUTELY THE BEST IN THE COLONY.

BREAKFAST BACON in rashers

90 cts. per lb.

MILD CURED HAM

85 & 95 cts. per lb.

## SINKING OF THE JEMTCHUG.

Another Story of the Disaster.

The following account of the Emden's last successful exploit in sinking the Jemtschug and a French destroyer at Penang is sent to the *North China Daily News* by one of the party on board the N.Y.K. s.s. Sawa Maru. It happened at 5 a.m. on October 28 just twenty-four hours before the Sawa Maru arrived.

Dawn was just rising. Men-of-war in harbour—which is really only an open roadstead running north and south with Penang island on the west—were the Russian cruiser Jemtschug, straight opposite Penang town, and three French destroyers, two lying further south and close in to the town and one patrolling two or three miles out, at the northern entrance. There were a dozen or more merchant ships in port.

During the previous night the Emden had spoken a light-house outside the harbour's north entrance, and told them she was a Russian. How she got past the French destroyer nobody knows. Anyhow, at 5 a.m. in she came from the northern end, swept down by the mainland, turned right through the merchant shipping and came up between the Jemtschug and Penang town. She passed as the New-castle, I am told, with a fourth funnel shipped as a disguise. Incidentally the latter was such a poor fake that it actually appeared like a canvas windmill in a calm. Possibly she did not notice in the dark the two French destroyers which were in amongst a lot of other small shipping.

On arrival opposite the Jemtschug she let go a torpedo. She, herself, was then about 250 yards off the town of Penang. Think of the colossal cheek of it all! Her range was something like 200 yards from her enemy and naturally she didn't miss. The Russian opened fire and there was a sharp action for a short period of time, variously stated at from three to ten minutes. Then the Jemtschug collapsed amidships, up-ended bow and stern and sank—a mass of flames and smoke. Eighty of her company were missing, 110 are in hospital, of whom several have died and about 140 were picked up uninjured. Boats and launches put off and in half-an-hour there were 300 motor-cars on the sea front ready to take the wounded men to hospital. Most of the saved landed naked.

Meantime the Emden had gone off northwards. She met and stopped a Glen boat entering harbour but let her go. Outside she came on the patrolling destroyer and sank her after a short engagement. Any number of people, aroused from sleep by the explosion of the first torpedo, witnessed the first fight from their verandah and scores more—anticipating what would occur later—sped off in motor-cars towards the north end of the island and saw the sinking of the French destroyer half-an-hour afterwards. The Emden picked up a number of the destroyer's crew, I hear.

Not a word of any of this is yet in the press here and no wire information is allowed to be sent. They are foolishly rigorous in

their censorship: it merely scares the inhabitants who are sufficiently wild with the Government as it is.

It is said the Emden fired a shot at the oil tanks on the mainland but I think it was a high shell over the Jemtschug. Anyhow it passed clean through a British collier and injured an engineer.

PRINCE OF WALES' FUND. A Subscription List has been taken from the Counter of The Mercantile Bank of India Ltd. Any person applying for subscriptions thereunder is unauthorised and should at once be handed over to the Police.

The Bank's name is at the top of the list.

## TO-DAY'S ADVERTISEMENTS.

## FOR SALE.

The undersigned are prepared to consider offers for the Goodwill, Stock, Furniture, Fixtures and Fittings, etc., of the well-known and old-established Hongkong business carried on by CHS. J. GAUPP & CO. Jewellers, Watchmakers, Opticians, Scientific and Nautical Instrument Dealers, etc.

For particulars apply LOWE, BINGHAM & MATTHEWS, Liquidators, New Government Building, Hongkong, 23rd November, 1914.

## FOR SALE.

The undersigned are prepared to consider offers for the sale of the stock in trade Furniture, Fixtures and Fittings, etc., of the business carried on by KRUSE & CO. Wholesale and Retail Tobacconists, Cigar Merchants, Fancy Goods Dealers and General Merchants.

For particulars apply LOWE, BINGHAM & MATTHEWS, Liquidators, New Government Building, Hongkong, 23rd November, 1914.

## PUBLIC AUCTION.

The undersigned has received instructions to sell by Public Auction on SATURDAY, the 28th November, 1914, commencing at 11 a.m. at his Sales Rooms, Duddell Street (for account of the concerned) WITHOUT RESERVE. A Large Consignment of Swatow Drawn Work & Embroideries.

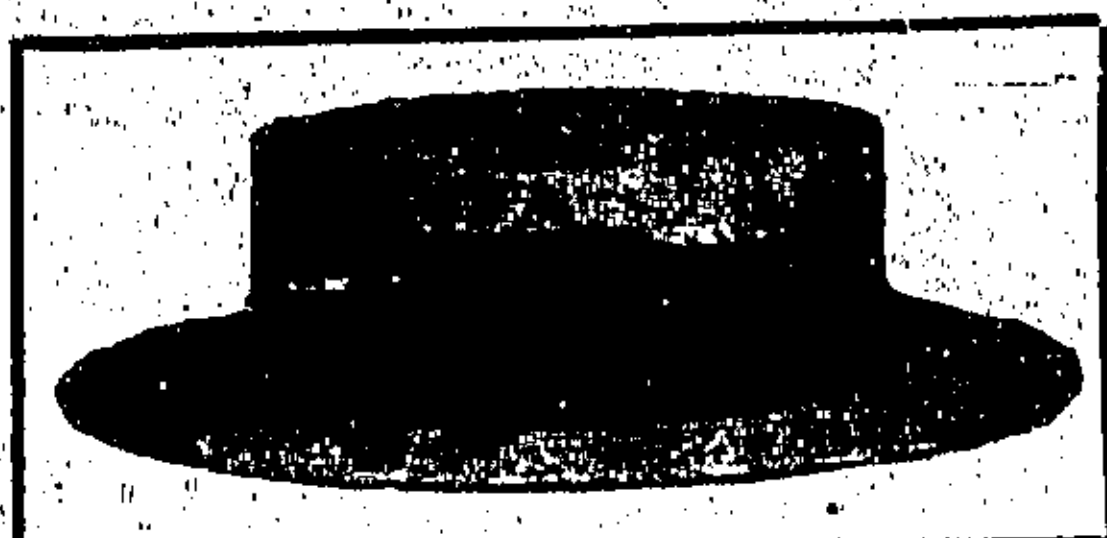
Comprising:— Bedsprads, Table Cloths and Napkins to match, Tea Cloths, Table Runners, Pillow & Cushion Covers, Dress & Blouse Lengths, etc. Embroidered Silk, Crepe & Pongee Dress & Blouse Lengths, Silk Shawls, etc.

Also 15 Rolls Pongee Silk, 20 Carved Sandalwood Boxes. On view from Friday, the 27th November, 1914.

Catalogues will be issued. Terms:—Cash on delivery. GEO. P. LAMMERT, Auctioneer.

## TO LET.

To LET—Ravenshill East, Park Road, Breezy Point. Large reception Rooms, Excellent Bed and Bath Rooms and Offices. All well furnished. Mod-rate Rent.—PERCY SMITH, SETH & FLEMING, (5 Queen's Road, Central), Hongkong, 23rd November, 1914.



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Fresh Supplies by every Mail.

PRICE PER CASE 4 DOZEN QUARTS, DUTY PAID \$12.50.

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6, Queen's Road Central, Hongkong.



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ROYAL MAIL.  
STEAMSHIP LINE.

From Hongkong

Sailings Temporarily Withdrawn

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

Steamers are despatched Eastward and Westward at regular intervals, taking passengers and cargo at current rates.

DAVID SASSOON &amp; CO., LTD.

Hongkong, Aug. 31, 1914. Agents.

## THOS. COOK &amp; SON,

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Head Office for the Far East:—16, DES VŒUX ROAD, HONG-KONG, SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

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THE AUSTRALIAN  
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS  
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	4th Dec.	8th Dec.
CHANGSHA	7th Jan.	10th Jan.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield &amp; Swire.

Telephone No. 99.

## SHIPPING

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Miyazaki Maru Capt. Teranaka T. 16,000 Kitano Maru Capt. Cope T. 16,000	SATUR., 5th Dec. at 10 a.m. WEDNES., 23rd Dec. at 10 a.m.
VICTORIA, B.C. and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama	Yokohama Maru Capt. Komatsubara T. 12,500 Sawa Maru Capt. Hori T. 12,500	TUES., 1st Dec. at noon. TUES., 15th Dec. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville, and Brisbane	Tango Maru Capt. Soyeda T. 13,500 Nikko Maru Capt. R. Takeda T. 9,600	WEDNES., 16th Dec. at noon. WED., 13th Jan. at noon.
CALCUTTA via S'pore, Penang & Rangoon	Kawachi Maru Capt. Nakamura T. 12,500	SUNDAY, 29th Nov.
BOMBAY via Singapore and Colombo	Rangoon Maru Capt. Nomura T. 7,000	MONDAY, 30th Nov.
S'hai and Kobe	Nikko Maru Capt. Takeda T. 9,600	TUESDAY, 15th Dec. at 5 p.m.
NAGASAKI, Kobe & Yokohama	Kitano Maru Capt. F. E. Cope T. 16,000	TUES., 24th Nov. at night

Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Kato Maru	20,000 tons	Thursday 28th January
Kamo	16,000 "	1th February
Kashima	20,000 "	2th February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Asuta	16,000 "	8th April
Yasaka	25,000 "	2nd April
Miyasaki	16,000 "	6th May
Kitano	16,000 "	30th May
Fushima	25,000 "	3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
W'WEI & T'SIN	Kueichow	26th Nov. at noon
SHANGHAI	Yingchow	25th Nov. at 4 p.m.
H HO & H PHONG	Singan	29th Nov. at 9 a.m.
MANILA, CEBU & ILOILO	Chinhua	1st Dec. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chennan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

Butterfield &amp; Swire.

Telephone No. 36

Agents.

Hongkong 24th Nov, 1914.

## SHIPPING

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjikini	JAVA	2nd half Nov.	SHAI	2nd half Nov.
Tjilong	JAVA	2nd half Nov.	JAPAN	1st half Dec.
Tjimanok	SHAI	1st half Dec.	JAVA	1st half Dec.
Tjitarom	JAVA	1st half Dec.	JAPAN	1st half Dec.
Tjibodas	JAPAN	1st half Dec.	JAVA	1st half Dec.
Tjikembang	JAVA	2nd half Dec.	SHAI	1st half Jan.
Tjipanas	JAVA	2nd half Dec.	JAPAN	1st half Jan.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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## TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed	From	To
Nippon Maru	11,000	18 knots	From Kobe	Tues., 1st Dec.
Shinyo Maru	22,000	21 knots	"	H'kong, Tues., 8th Dec.
Chiyo Maru	22,000	21 knots	"	H'kong, Tues., 8th Jan.

The s.s. Nippon Maru will leave Kobe for Yokohama, Honolulu and San Francisco on Tuesday, 1st December.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £190.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

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Anyo Maru 18,500 - 15 knots

Thence by TRANS-ANDERSON ROUTE to BUENOS AIRES.

For Full Particulars as to Passage &amp; Freight, apply to

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Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	2nd Dec.	23rd Dec.
Aldenharn	2nd Jan.	29th Jan.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

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Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	TUES., 24th Nov. at 1 p.m.
Hailing	W. C. Passmore	FRI., 27th Nov. at 1 p.m.
Haiyang	A. E. Hodgins	TUES., 1st Dec. at 1 p.m.

FOR SWATOW.

Haimun	A. H. Stewart	WED., 25th Nov. at 1 p.m.
Haimun	A. H. Stewart	SUN., 29th Nov. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrall &amp; Co.,

General Managers.

## LOG BOOK.

New Steamship Company.  
A new Japanese shipping company (South Sea Mail Steamer Co., Ltd.), capital \$747,000, will shortly be organized in Tokyo. Its promoters have been carrying on a steamship service between Japan and the South Pacific with \$75,000 annual State aid. Complying with the request of the Communications Department, the above company is organized and will shortly inaugurate the service. It is understood that the Diet will be asked to double the subsidy, and that the company will buy new craft.

New Chinese Steamship Co.  
This has been organized at Antung by the Chamber of Commerce and leading merchants of the port under the name of the Kwang Yi Co. Through the Ching Kee Co., of Chefoo, it purchased at 114,000 taels (about \$75,200) a Norwegian steamer of 1,900 tons, which is named the Tong Lee. An additional 8,000 taels (about \$3,900) was expended on repairs made at Dairen after delivery of the steamer. It is the plan of this company to open an Antung-Shanghai service.

Shipbuilding in Japan.  
This year's operations of Japanese shipbuilding yards are beating all records. In 1912 and 1913, when the prosperity of the freight market reached its height, a large number of orders for ships were placed with different yards. The tendency was the same all over the world. In England the yards could not meet the increasing orders. In Japan the demand was not so much in excess over the supply, but the increased orders have kept the different yards busy during 1914. There will be launched in Japan this year 17 vessels, with a total of 86,000 tons. The large additions to the mercantile fleet at a time when the market is so depressed are regarded with some apprehension.—Far Eastern Review.

New Steamer.  
From the wharf of the Maatschappij voor Scheeps en Werktuigbouw "Kronoor," in Rotterdam, the steamer Pynacker Hordyk, for account of the Koninklijke Paketvaart Maatschappij, has been launched. The vessel measures length, 325 ft.; width, 25 ft.; and depth 43 ft. 10 in. English feet. The capacity is 4,710 tons. Engines are of the triple expansion type, developing 1,600 h.p., and will give the steamer a speed of 11½ miles an hour.

Port of Rotterdam.  
The statistics for the month of August regarding the steamer traffic of the port of Rotterdam show a remarkable decline compared with the same month of last year. It is feared that the figures for September will be worse. The only increase noted is in the number of coal vessels, which have increased from 41 to 58. The number of vessels (merchantsmen) declined from 819 in August of last year to 224 vessels this August.

Electric Canal Tow-Boat.  
We excerpt the following paragraph from the Electrical Review:—"In order to do away with 'legging'—men pushing with their feet against the roof and sides—of the Harecastle Tunnel on the North Staffordshire Canal between the Potteries and Runcorn, the North Staffordshire Railway Company has installed an electric towing boat to tow the canal barges. As the water is too shallow for a propeller, and the roof too low for a trolley wire, four steel ropes have been laid through the tunnel, and these pass through the bottom of the boat and round two electrically-driven grooved wheels. The power is provided from a special barge, holding 150 cells, and capable of discharging sufficient current to meet the demands of several journeys. The cells are charged by a special plant at one end of the tunnel—which is 2,000 yards long—and while one accumulator barge is in use another is being charged. By this means, 17 boats, each carrying 20 tons, can be towed through in about 40 minutes, whereas the journey used to take each boat from two to four hours.

For a good solid meal a la Carte or Table d'Hôte with Wines & Liquors of the Best—ALEXANDRA CAFE.



## SHIPPING

## INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).  
 For Steamship On  
 SHANGHAI via Swatow Wosang Wed., 25th Nov. at daylight  
 S'hai, Moji, Kobe & Y'hama Yatsing\* Thur., 26th Nov. at daylight  
 SHANGHAI Taksang Fri., 27th Nov. at daylight  
 SANDAKAN Maasang Sat., 28th Nov. at 3 p.m.  
 S'hai, Moji & Kobe Namsang Sat., 28th Nov. at daylight  
 MANILA Yuensang Sun., 29th Nov. at 3 p.m.  
 KOBE & M. j. Fooshing Sun., 29th Nov. at daylight  
 S'PORE, Pang & Ccutta Fooksang Tue., 1st Dec. at 3 p.m.  
 SANDAKAN Hingsang Sat., 5th Dec. at noon  
 MANILA Loongsang\* Sat., 5th Dec. at 3 p.m.

## Return Tours to Japan:

The steamers "Kumsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing," "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
 \*Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
 †Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei.  
 ‡Taking cargo on Through Bills of Lading to Kudat, Labad, Davao, Singapore, Penang, Uman, Jesselton and Labuan.  
 For Freight or Passage.

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Telephone No. 215.

General Managers.

## THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"SHIRE" LINE SERVICE-HOMeward.

For Steamers Date of Departure  
 LONDON & HULL Merionethshire 20th Dec.  
 LONDON Radnorshire 19th Jan.  
 TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.  
 VICTORIA, VVER, S'FLE Glenroy 25th Nov.  
 TACOMA & PLAND VIA HONOLULU  
 VICTORIA, VVER, S'FLE Clengyle 6th Jan.  
 TACOMA & PLAND

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., LD.

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## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

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JARDINE, MATHESON &amp; CO., LD.

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Agents.

## THE TAIKOO DOCKYARD &amp; ENGINEERING Co. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS &amp; REPAIRERS. BOILERMAKERS. FORGEMASTERS, BRASS &amp; IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL &amp; MECHANICAL ENGINEERS.

WELDING &amp; CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.  
 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets etc.

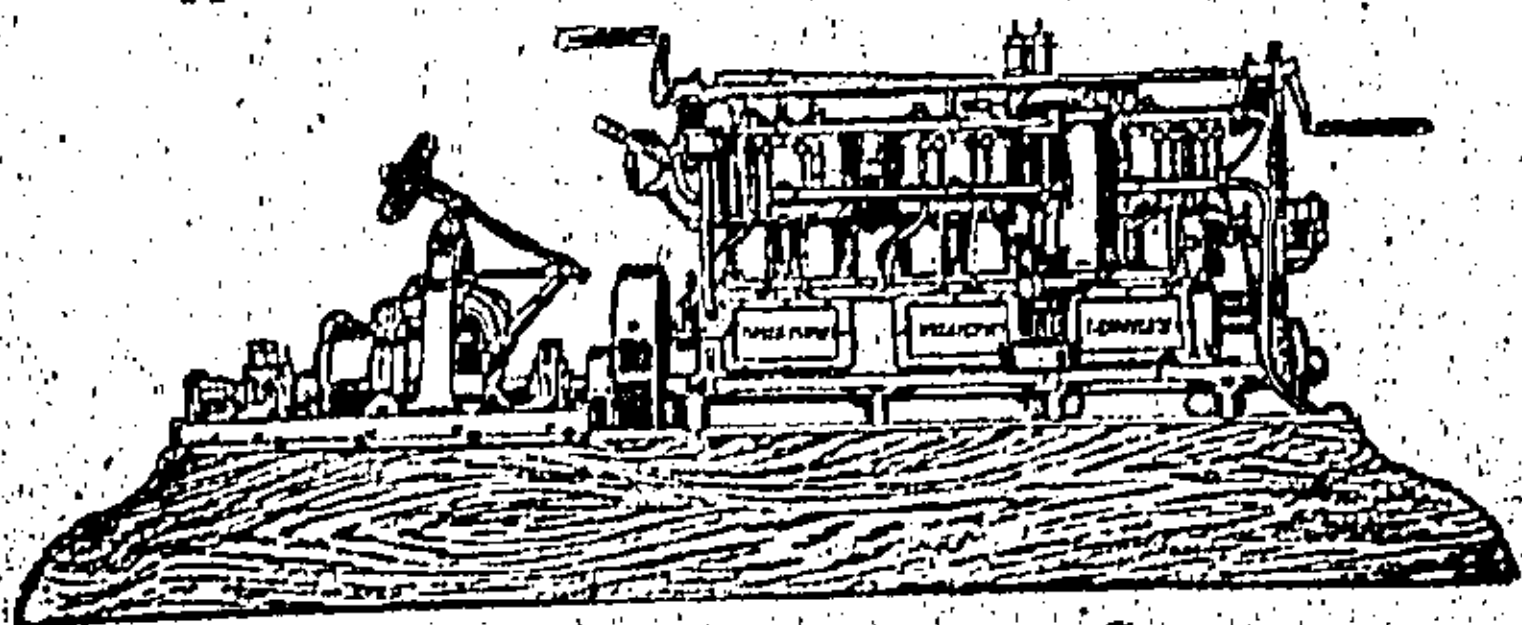
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JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL &amp; KEROSENE MARINE MOTORS 7-1/2

150 H. P.

As supplied to the British Admiralty &amp; War Office.



C.B. type Motor and Reserve Gear.

B.H.P. Paraffin 70 Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.  
 MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London & Genoa via S'pore, &c.	Nellore	P. & O.	25, Nov.
Marseilles via Ports	Austrailien	M. M.	1, Dec.
Europe, via Sing-pore etc.	Miyazaki M.	N. Y. K.	5, Dec.
London & Hull	Morshire	J. M. Co.	21, Dec.
London	Radnorshire	J. M. Co.	19, Jan.

## NEW YORK, SAN FRANCISCO AND CANADA.

Via B.C. T'ma via K'lung, Japan	Seattle M.	O. S. K.	26, Nov.
San F'co via S'hai & Japan &c.	Mongolia	P. M. Co.	1, Dec.
San Francisco via Shanghai etc.	Nippon M.	T. K. K.	1, Dec.
Via B.C. & S'f'le via S'hai &c.	Y'hama M.	N. Y. K.	1, Dec.
Mexican, Peruvian and Chile			
Ports via Japan	Anjo M.	T. K. K.	2, Dec.
San F'co via S'hai & Japan &c.	Shinyo M.	T. K. K.	8, Dec.
Victoria, B.C. & Tacoma, et.	Mexico M.	O. S. K.	9, Dec.
B'ton & New York via Suez Canal	C. of Bristol	B. L. L.	11, Dec.
San F'co via Manila & Japan &c.	Persia	P. M. Co.	16, Dec.
San F'co via M'la & Japan &c. China		P. M. Co.	12, Jan.

## AUSTRALIA.

Australian Ports via Manila	Iyuan	B. & S.	8, Dec.
Australian Ports	St. Albans	G. L. Co.	18, Dec.
Australian Ports via Manila	Nikko M.	N. Y. K.	13, Jan.

## SINGAPORE, COAST PORTS AND JAPAN.

D'goa Bay, D'ban, East L'on &c.	Gujarat	B. L. L.	15, Nov.
Shanghai	Wosang	J. M. Co.	25, Nov.
S'hai, Moji, Kobe and Y'hama	Yatsing	J. M. Co.	26, Nov.
Sandakan	Maasang	J. M. Co.	27, Nov.
Shanghai and Kobe	Kawachi M.	N. Y. K.	29, Nov.
Hoibow and Haiphong	Singan	B. & S.	29, Nov.
Shanghai and Kobe	Rangoon M.	N. Y. K.	30, Nov.
Shanghai, Kobe and Yokohama	Paul Lecat	M. M.	1, Dec.
Shanghai	Malta	P. & O.	3, Dec.
Sandakan	Hinsanz	J. M. Co.	5, Dec.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	15, Dec.
Moji and Kobe	Bunri M.	D. & Co.	21, Dec.
Hoibow, Pakhoi and Haiphong	Sungkiang	B. & S.	22, Dec.
Singapore, Batavia, Cher'bin, etc	Riojun M.	D. & Co.	22, Dec.
S'hai, Moji, Kobe and Yokohama	Nile	P. & O.	27, Dec.
Bombay via S'pore, Port S'hai, Penang & Colombo	Peking M.	O. S. K.	M. of N.
Swatow, Amoy and Koochow	Haiyang	D. L. Co.	Q. desp.
Shanghai	Pitaroom	J.C.J. L.	Q. desp.
Java	Tijiliwong	J.C.J. L.	S. half O.
Shanghai	Tippanas	J.C.J. L.	O. desp.
Shanghai	Tijimandek	J.C.J. L.	F. half N.
Japan	Tijibodas	J.C.J. L.	F. half D.
Shanghai	Tjikembang	J.C.J. L.	F. half J.

## TO SAIL

## REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong

Regular Sailing for Boston &amp; New York via Ports.

(Via Suez: With liberty to call at the Malabar Coast)

For NEW YORK via PANAMA

For Freight and further information apply to

JODWELL &amp; CO., LTD.

Hongkong, 9th October, 1914

Agent.

## "INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

For freight and passage apply

JARDINE, MATHESON &amp; Co., Ltd.

Hongkong, 9th October, 1914

General Agents.

## MOVEMENTS OF STEAMERS.

## AMERICAN MAIL.

The P. M. s.s. MONGOLIA arrived at Manila on the 21st instant and will be despatched from that port for Hongkong on Tuesday, the 24th instant and is expected to arrive here Thursday, at noon.

## MERCHANT STEAMERS.

The T. K. K. s.s. ANYO MARU will next leave Hongkong on Wednesday the 2nd December.

## VESSELS IN PORT.

## Steamers.

Newlyn, Br. s.s. 2,434 Charles Clark, 14th inst.—Singapore, 4th inst. Coal—Order.  
 Seattle Maru, Jap. s.s. 3,332, T. Saitow, 19th inst.—Shanghai, 16th inst. Gen.—O. S. K.  
 Derwent, Br. s.s. 1,552, J. Jenkins, 18th inst.—Salgon, 14th inst. Rice—Order.  
 Rubi, Am. s.s. 1,408, J. Miller, 19th inst.—Salgon, 15th inst. Rice—S. T. & Co.  
 Mausing, Br. s.s. 1,644, R. A. Matthews, 20th inst.—Sandakan, 14th inst. Timber & Gen.—J. M. & Co.  
 Phuyen, Fr. s.s. 1,245, L. Ribault, 20th inst.—15th inst. Rice—Chinese.  
 Daiten, Maru, Jap. s.s. 4,555, W. Nakagura, 20th inst.—Wei-hai-wei, 15th inst. Gen.—Chinese.  
 Anhui, Br. s.s. 1,258, Eddy, 21st inst.—Shanghai, Gen.—B. & S.  
 Tjilatjap, Dut. s.s. 3,359, Schenbeck, 20th inst.—Bullakapan, 10th inst. Sugar—J. C. J. L.  
 Tong Hong, Br. s.s. 1,313, F. J. Pryun, 20th inst.—Singapore, General—Order.  
 Ceylon Maru, Jap. s.s. 3,142, M. Shinabe, 21st inst.—Japan, 16th inst. Gen. N. Y. K.  
 Colombo Maru, Jap. s.s. 2,919, O. Sakamoto, 21st inst.—Moji, General—N. Y. K.  
 Talthybus, Br. s.s. 6,512, F. W. Culum, 22nd inst.—Kuchinotsu, 18th inst. Gen.—B. & S.  
 Helenus, Br. s.s. 4,810, A. D. Baker, 22nd inst.—Shanghai, 20th inst. Gen.—B. & S.  
 Benledi, Br. s.s. 2,502, A. Lough, 21st inst.—Singapore, 15th inst. Gen.—G. L. & Co.  
 Yokohama Maru, Jap. s.s. 4,010, S. Komatsubara, 22nd inst.—Shanghai 19th inst. Gen.—N. Y. K.  
 Fooksang, Br. 1,987, T. M. Mitchell, 22nd inst.—Moji, 16th inst. Gen.—J. M. & Co.  
 Pirton, Br. s.s. 3,240, Roberts, 22nd inst. Singapore, 14th inst. Coal—Admiralty.  
 Antiochus, Br. s.s. 5,087, Flynn, 22nd inst.—Liverpool, 10th inst. Gen.—B. & S.  
 Hongkong, Fr. s.s. 739, A. Marguerite, 21st inst.—Hoibow, 20th inst. Gen.—Marty.  
 Yingchow, Br. s.s. 1,228, E. L. Jones, 22nd inst.—Shanghai, 19th inst. Gen. B. & S.  
 Kansu, Br. s.s. 1,819, Monkman, 23rd inst.—Chefoo, 16th inst. Gen.—B. & S.  
 Kuolchow, Br. s.s. 1,220, Forsyth, 23rd inst.—Chefoo, 17th inst. Gen.—B. & S.  
 Loksang, Br. s.s. 972, D. W. Ritchie, 23rd inst.—Honkoku, 18th inst. Salt—J. M. & Co.  
 Fukin Maru, Jap. s.s. 3,067, H. Chikaki, 23rd inst.—Moji, 17th inst. Coal—M. B. K.  
 Takrag, Br. s.s. 999, W. McClure, 23rd inst.—Swatow, 22nd inst. Gen.—J. M. & Co.

## CONSIGNEES

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "BENLEDI."

From LEITH, MIDDLEBRO', LONDON &amp; STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 5th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 21st November, 1914.

## CONSIGNEES

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

From EUROPE, COLOMB and STRAITS.

THE Company's Steamship

## "KITANO MARU."

Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf &amp; Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before noon, today.

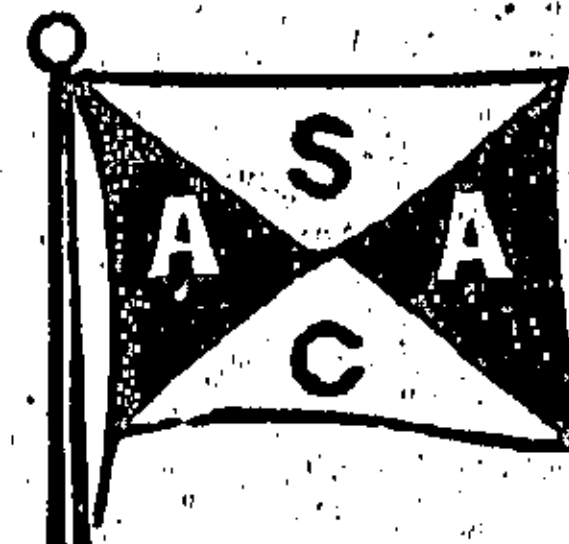
Goods not cleared by the 30th November, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 23rd November, 1914.

## TO SAIL

## HONGKONG-NEW YORK.



## AMERICAN ASIATIC S.S. Co.

For New York via Japan Ports &amp; Panama Canal.

For freight or information apply to

SHEWAN TOMES &amp; Co.

Hongkong, 24th September, 1914.

General Agents.

## THE AMERICAN &amp; MANCHURIAN (WESTWARD) LINE.

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

FOR BOSTON &amp; NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

## S.S. "CITY OF BRISTOL."

Captain Henderson, will be despatched as above on Friday, the 11th December.

For freight etc. apply to:—

THE BANK LINE LIMITED,

General Agent

Hongkong, 13th November, 1914.

## HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.O. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—				
NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SLIP AT ORDINARY SPRING TIDES	RISK OF TIDE SPRINGS
KOWLOON				
No. 1 Dock, Kowloon	700'	(80' top bottom)	30'	9' 6"
No. 2 Dock, Kowloon	311'	24'	12' 6"	7' 6"
No. 3 Dock, Kowloon	311'	24'	12' 6"	7' 6"
Patent Slip, No. 1 Kowloon	311'	24'	12' 6"	7' 6"
Patent Slip, No. 2 Kowloon	311'	24'	12' 6"	7' 6"
TAI-KOK ISLAND				
Cosmopolitan Dock	465'	64'	20'	7' 6"
ABERDEEN				
Hong Dock	410'	64'	20'	7' 6"
Lamock Dock	311'	24'	12' 6"	7' 6"

HEAD OFFICE: KOWLOON. Telephone No. 1 K.

Please Address Enquiries to the Chief Manager.

H. M. DYER B.Sc. M.I.N. Town Dock, Hongkong.

TOWN OFFICE: QUEEN'S BUILDINGS. Telephone No. 20, Hongkong.



# THE HONGKONG TELEGRAPH.

## EXTRA

HONGKONG, TUESDAY, NOVEMBER 24, 1914.

### TO-DAY'S LATE WAR TELEGRAMS.

[The following telegrams arrived too late for insertion on page 1.]

### LATEST NEWS FROM FRENCH SOURCES.

### REPORTED OUTRAGE ON SULTAN OF TURKEY.

(Havas Telegrams.)

Nov. 21, 6.50 a.m.  
A communique states that yesterday was equal to the previous days. Our artillery took the advantage at Neuport. We repulsed two infantry attacks against Hellebeke and pushed our advance batteries forward in the Aisne region and Champagne, stopping the building of trenches by the Germans. We have blown up the enemy's trenches in Argonne. We progressed on the Verdun Hills and in the Vosges, establishing trenches sometimes only thirty metres distant from the Germans.

From Constantinople it is reported that an outrage has been committed on the Sultan. There have been numerous arrests.

Nov. 22, 6.10 p.m.  
Very calm day on the whole front. On the Left Wing there has been intermittent cannonading, more active on the French side. We succeeded in destroying German trenches and lines. The Germans are constructing fresh trenches in their rear.

From Petrograd it is announced that the cruiser Hamidieh and several torpedo boats bombarded Tsapise. The Russian artillery replied with success.

### VOLUNTEERS FOR HOME

80 TO BE SENT FROM  
HONGKONG.

How to Join Up With the  
Contingent.

His Excellency the Governor has now decided that a contingent of about 80 recruits for the New Service Battalions may be sent home at the expense of the Colonial Government, and has authorized the General Officer Commanding to finally accept applicants up to that number.

Arrangements are being made to send them home very early in December. The enlistment of those accepted will not be carried out in the Colony, but after being medically examined by a military medical officer they will be required to sign a bond that they will carry out their intention of enlisting on arrival in England. Acceptance for any Corps other than the Infantry is not guaranteed by the War Office, but the General Officer Commanding will be glad to make recommendations in accordance with the qualifications of applicants. Those with special qualifications, e.g. engineering, riding, accounting etc., and wishing to be recommended for Corps other than Infantry should bring statements as to their qualifications from their employers or other responsible persons.

Passage is granted from Hongkong onwards only. Applicants from out stations will have to find their own way to Hongkong. Return passages to Hongkong after the war are not guaranteed either by the Colonial Government or the military authorities. Applicants who are members of the H.K.V. Corps will be given priority in filling up the numbers.

Applicants may now apply. They should attend first at the Bowen Road Military hospital for medical inspection. A medical officer will be able to attend to them daily between 11 and 12, but applicants should avoid Wednesday, Saturday and Sunday as far as possible.

### VOLUNTEER RESERVES.

Orders issued yesterday by Major Wakeman, Commanding H. K. V. R., state:—

Field Day:—Postponed yesterday, will be held on Sunday the 8th December.

Parades:—Nos. 1, 2 & 3 Companies, 5.15 p.m. on the Cricket Ground on Friday 27th; and N. C. O.'s on Tuesday the 24th inst. as ordered. Recruits will in future parade on Mondays, Tuesdays and Thursdays until passed out.

Musketry:—At King's Park as ordered. Saturday 28th inst. 2.15 p.m. Table "A" (Recruits Course) Practices 1, 2, 3, 7, 8, & 9. Table "B" (Trained Soldiers Course) Practices 1, 2 & 3. Sunday 29th inst. 9.15 a.m.: Table "A" (Recruits Course) Practices 4, 5, 6, & 10. Table "B" (Trained Soldiers Course) Practices 4, 5 & 6.

To-day's Orders.  
Orders issued to-day by Major Wakeman, Commanding H. K. V. R., state:—

Parades:—For Friday 27th inst. as ordered. Nos. 1, 2 and 3 Companies will parade on the Cricket Ground on Friday the 4th December at 5.15 p.m.

Musketry:—At King's Park, Saturday 28th, and Sunday 29th inst. as ordered.

Explosion on Austrian Dreadnought.

Harbin, 15th November.—It is reported from Italy that an explosion occurred recently on board an Austrian dreadnought of the Viribus type with the result that her power as a fighting unit has been badly damaged.

After medical examination they should present themselves at the D.A.A. and Q.M.G.'s office any time before 4 p.m. with their medical certificate for enrolment. A numbered identification ticket will be furnished to each person accepted, which will constitute his claim to passage.

Any who by reason of their occupation are not able to attend between the hours stated should inform the D.A.A. & Q.M.G. and a suitable hour will be fixed if possible.

### PRIZE COURT.

#### CASE OF THE HANAMETAL.

Was She Seeking Information for Tsingtau Government?

The case of the s.s. Hanametal was continued in Admiralty Jurisdiction, before Mr. Justice Gumpert, this morning, claims being made for the vessel by W. Katz, of Shanghai, owner, and the Yangtze Insurance Association, mortgagees.

The Crown was represented by the Attorney General, the Hon. Mr. J. H. Kemp, instructed by the Crown Solicitor, Mr. P. M. Hodgson, and the claimants by Mr. Eldon Potter, instructed by Mr. W. E. L. Shenton, of Messrs. Dawson, Looker, Dawson, and Harston.

Captain Hannig, recalled, said it was usual for a ship to have an official log. That was made up from the Chief Officer's log, which would be kept roughly. The official log would be written up more carefully in ink.

The Attorney General.—On the Hanametal was kept a Chief Officer's and also a Chief Engineer's log?—Yes.

Was there an official log?—Not during my time.

What became of the Chief Engineer's log?—It was kept until we came to Hongkong, and handed over to the Prize Officer.

Mr. Potter.—If there is any suggestion that the Chief Engineer destroyed it, that suggestion ought to have been made.

The Attorney General.—I am not suggesting anything of the kind.

Witness explained that the Chief Engineer was in charge of the engine room, until arrival in Hongkong. Witness said, in the absence of the official log, he signed the Chief Officer's log. This log was not copied into any official log, because there was none.

You told us last time it was the captain's duty to see that the log book was properly kept?—Yes.

Don't you think that is a rough and untidy log to be kept in a ship?—If it has all the facts it does not matter whether it is in ink or not. There was no official log on board. If I had been on board a longer time I should have had a proper log book.

You recognise that this one is very rough and makeshift?—It is a bit rough.

Witness drew attention to entries he had made in the log himself about the taking over of the ship by himself, and its capture by the Triumph. He took over on August 5, and left for Chefoo with only some coals on board, and no cargo. On his way he would pass Weihaiwei.

He arrived at Chefoo on the 6th, left on the 7th, again passed Weihaiwei and arrived at Tsingtau on the 8th. He left there on the 9th, passed Weihaiwei again and arrived at Shanghai on the 11th. Witness was, prior to joining the Hanametal, in the s.s. Fortuna, which he left in March or April. He lived with his family in Tsingtau.

What was the object of the voyages to Chefoo and back and to Shanghai?—As far as I could see Mr. Katz thought there would be good business in taking Chinese refugees from Tsingtau.

Was that why you stayed nine days in Shanghai?—Then we saw there was no business and we laid there.

Was that the only business?—We should take cargo if we could get it.

How would going to Chefoo help you to take refugees from Tsingtau?—A Japanese steamer left an hour before us for Chefoo with refugees on board.

If it was your business to take refugees from Tsingtau was it not rather curious to sail from Tsing-

tau without any?—I don't know; perhaps Mr. Katz thought he would get some other business in another place.

Witness said that the Chinese in Tsingtau had not made up their minds when he left on his first voyage. During the first day there was a great flight of Chinese out of Tsingtau, but afterwards they became calm and no more Chinese went away. After that witness continued that he expected cargo.

It might be useful for the Tsingtau Government to know what was happening at Weihaiwei?—It might have been useful, but I had nothing to do with it.

Well, I was just going to put it to you. The object of those voyages was to obtain information for the Tsingtau Government?—I would like to know how I could have got that information, because no one of us had any communication with the Government.

His Lordship.—The Government at Tsingtau?

Witness.—No.

The Attorney General.—You had communication with Mr. Katz?—Yes.

And of course he might have had, for all you know?—I don't know.

I put it to you, that you understood it was your duty to collect information, whether you gave it or not?—I did not give any information.

Asked about the capture, witness said when he saw the Triumph he could see she had more than one funnel. Despite the fact that the Schunbecker and Gneisenau had cruises similar to the Triumph, he never thought the ship was a German. He altered his course towards the Triumph because he knew he would be searched, and as it was near evening he wanted to have it done quickly.

In answer to Mr. Potter, witness said the Triumph was very like some of the Japanese warships. The Schunbecker and Gneisenau were quite unlike the Triumph and carried their funnels in a different manner.

The Attorney General read an affidavit of Capt. Fitzmaurice, in command of the Triumph, who stated, *inter alia*, that he sighted the Hanametal at 6.10 p.m. on August 22. The Triumph was carrying no colours at the time, but at 6.30 p.m. he hoisted the German colours and the Hanametal immediately altered her course towards the Triumph.

The Attorney General.—He is quite entitled to fly the German colours?

His Lordship.—Oh, yes.

At 6.40 p.m. the Triumph hoisted the British colours and brought the Hanametal to. On examination it was found that there was no cargo on board, the master could not produce any written orders for the voyage, nor could he produce any official log and register. The movements of the Hanametal were considered highly suspicious.

His Lordship.—Can you tell me why the officers were changed?—Capt. Hannig.—Well, I think Tsingtau was mined and they did not want anyone belonging to a country at war with Germany to see any marks or buoys.

The Japanese were allowed to go in and out freely through the mines?—Yes.

How were they brought in; by pilot?—Yes.

Can you tell me why Japanese were allowed to go in and out freely and yet you changed the officers of the Hanametal?—The captain of the Hanametal was British.

Mr. Potter.—It was done with the American Consul's consent.

The Attorney General.—It had to be done formally through him.

The Attorney General then addressed the Court on the question of costs. If costs could not be given against the captors a *fortiori* they could not be given against the Crown. There was

### VOLUNTEER ORDERS.

Corps Orders issued yesterday by Lieut.-Col. A. Chapman, V.D., state:—

Appointment.—H. E. the Governor has been pleased to appoint Capt. H. R. O. Walker, 25th Punjab, to be Inspecting Officer of the H. K. V. C., with effect from the 14th November, 1914.

Temporary Commissions.—The undermentioned gentlemen are granted commissions as temporary 2nd Lieutenants, Royal Garrison Artillery, with effect from the date stated:—Christopher Willson dated 28. 10. 14; Arthur Robert Sutherland, dated 19. 11. 14; George Norrington dated 28. 10. 14; John Palin Jones dated 19. 11. 14. (War Office cable No. 3099, dated 28. 10. 14.)

Promotions.—No. 1346 Pte. J. D. Watt, Stretcher Bearer Section to be Corporal. No. 1857 Pte. S. D. Silas, Signalling Section, to be Corporal. No. 1638 Pte. J. H. Lawrence, Signalling Section, to be Lance Corporal with effect from this date.

Posting.—Lieut. Crowther Smith is attached from this date to the Right Section M. G. Co.

Transfer.—Gr. I. Day is transferred from No. 1 Section Artillery Battery to H.K.V.R. Engineer Section dated 24 Nov. 1914.

Leave.—Corpl. A. R. Ellis is granted leave of absence from 17 Nov. 1914 to 17 Nov. 1915. Lieut. C. N. Alport is granted leave of absence from 19 Nov. 1914 to 19 Nov. 1915.

To-day's Orders.  
Corps Orders issued to-day by Lieut.-Col. A. Chapman, V.D., state:—

Bounds.—The "Criterion" Bar Queen's Road, is placed "out of bounds" for troops in Garrison with effect from yesterday's date.

Parades.—Parades for to-morrow Wednesday 25th inst. Nil.

Detail.—On duty, Right Section, Centre Section and Civil Service Company. Officers on duty, Capt. Wood, Capt. Churchill, Lieut. Smith and 2nd Lt. Lindsell. Orderly Officer, 2nd Lieut. Lindsell. To furnish Guard to-night, Right Section M. G. Co.; to-morrow, Civil Service Company. Orderly Sergeant to-night, Corpl. Raymond; to-morrow, Sergt. Barlow.

### LOCAL WEDDING.

At St John's Cathedral on Saturday, there was a large gathering of police officials and civilians, as well as many ladies, to witness the wedding of William George Caygill, Sergeant in the Hongkong Police Force, to Miss Margaret Ford. The ceremony took place in the afternoon, and later the guests were entertained at the King Edward Hotel. The happy couple have the best wishes of many friends in the Colony for their future happiness.

### Serious Complaint.

A clerk living at Jardine's Bazaar reports to the Police that on Saturday afternoon two Chinese seized his daughter when she was standing in the street. They wrenched from her wrists a pair of gold-mounted bangles valued at \$25.

such an amount of suspicion about the movements of the ship, that no Prize Court could award costs if the Court were to deliver up the ship. Counsel proceeded to argue in favour of the condemnation of the Hanametal, on the ground of unneutral service and interposition in the war, and the deficiency of ship's papers.

The case was proceeding as we went to press.

### WAR ITEMS.

#### Should the Zeppelins Come.

In a notice issued at Gravesend the Mayor warns the public that in the event of hostile aircraft coming in the neighbourhood of the Thames and the Medway defences there will be a certain amount of danger to residents from falling pieces of projectiles and from the projectiles themselves or from bombs dropped from the aircraft. If firing is heard people should take shelter. The safest places, says the announcement, will be the lower rooms or cellars of buildings. Any persons seeking to gratify their wishes from curiosity will do so at their own risk. "It will not be possible," concludes the Mayor, "to issue any warning, and the only notice will be the firing of the guns."

#### Working for 6d. a Day.

Amsterdam, Oct. 1.—Statements which have appeared in German newspapers to the effect that prisoners of war in Germany are being too well treated have called forth the following semi-official communique to the Berlin Press:—"Comments have been made that tea and cocoa and other luxuries are being bought for prisoners, and even the supply of fresh butter for the French wounded in military hospitals has been criticised. The cost of one prisoner per day is six-pence. To cover this expense prisoners, without exception, are being occupied in useful work. Rumours regarding special privileges, such as permission to play tennis and golf, are baseless. Tea, cocoa, and butter are given solely to the sick and wounded on the doctors' orders."—*Reuter*.

#### Reported Navy Order.

"We have stated several times," says the *Morning Post*, "that the Admiralty have issued orders that the enemy's troops are to be allowed to enter Germany in neutral ships. No doubt both the public and our Allies have been inclined to disbelieve this as an impossible and fantastic charge, for such licence to the enemy goes beyond anything that even the Declaration of London would allow were it valid. We will now put the matter beyond all shadow of doubt by giving the text of the signal to His Majesty's Navy. It runs thus:—'Belligerents in neutral ships are not to be arrested.' This signal was given to the Fleet without explanation, and is now upon the signal log. We now demand to know who is responsible for this order, and how it can be justified in the light of our obligations to our Allies and to this nation."

#### The German War Conspiracy.

London, Oct. 11.

The *Daily Telegraph* publishes extracts from a memorandum written by the late Captain Bertrand Stewart (who was sentenced to imprisonment in Germany as a spy before the war, and was killed during the fighting in France) and which was submitted to all the Ministers of the overseas Dominions, emphasising Germany's system in recent years of instigating trumped-up cases of alleged English spying with a view to exciting a public demand for more ships and men. The memorandum also describes sham trials, based upon mendacious evidence, and cruelties practised in prisons.

#### Our Flag Officers.

The number of flag officers in active employment has naturally increased very largely as a result of the war. The current Navy List shows that of Admirals—two having retired—only one (Sir Berkeley Milne) is not employed, while out of 80 Vice and Rear Admirals only 23 do not hold an appointment. The list also shows that there are only 14 captains unemployed out of 207. Several of the 14 have been given commands since the Navy List was compiled on August 18, and it is reasonable to assume that some among the remainder may

have been prevented by illness from taking up appointments, for which they would assuredly have been anxious. There are now no fewer than 32 sea-going vessels serving as flagships, the officers who are flying their flags all at including seven Vice-Admirals (with Sir John Jellicoe, who has the acting rank of Admiral) and 25 Rear-Admirals.

#### Unknown Vessels in the Scheldt.

Copenhagen, Nov. 16.—A message from Rotterdam states that on the night of the 11th some unknown vessels appeared in the Scheldt. The Netherlands Government are taking precautions, and have instructed the commandants of the forts to fire on any vessels, except mail steamers and port vessels, in order to prevent the possibility of Germany using Antwerp as a naval base.

#### "Battle of Yarmouth."

London, Oct. 6.—Petrograd Telegraphic Agency: The inhabitants of Yarmouth (on the East coast) were awakened this morning by heavy firing at sea. It appeared that a German cruiser squadron was in pursuit of a British vessel, and was subjecting it to heavy fire. Some of the shells were seen to fall in the sea within a mile of the shore. There was a dense fog prevailing, and it was under cover of this that the German attack was unsuccessful. The firing had the effect of shattering windows in Yarmouth. —*N. O. Daily News*.

#### General Powell.

Major-General Charles Powell, of the Indian Army, is to go out in command of the Ulster Volunteer Division, which now numbers some 11,000 men. General Powell, who is fifty-seven years of age, is not new to war, having seen a good deal of active service as a staff officer in various campaigns on the North-Western frontier of India. In 1900 he went to China during the Boxer trouble, and was appointed senior British representative on the staff of Field-Marshal Waldersee, who was Commander-in-Chief of the Allies. His last appointment was the command of the Jallandhar Brigade, which he gave up in 1912, since when he has been on half pay.—*Truth*.

#### A Once Popular German Musician.

Dr. Richter, if report may be credited, has thought fit to dispossess himself, following an illustrious precedent, of all his British degrees and distinctions in consequence of the war, says *Truth*. So far, however, he has not considered it necessary to return also any of the filthy and contaminating lucre (as a well-known native composer neatly put it the other day) which he has extracted from the British public during his long and profitable residence in our midst; so perhaps it is permissible to cherish the hope that rumour has maligned him. Dr. Richter has a daughter married to an Englishman, and a youthful British subject calls him grandpa.

#### Plight of the Austrian Army.

Official:—According to a reliable informant, the Serbians have captured a great amount of medical stores, resulting in a shortage among the Austrians, whose lack of officers is also very pronounced. The medically unfit are now being recruited and sickness is increasing owing to defective sanitary arrangements. A statement published in Ostingia says that large forces of Austrians attacked the Montenegrin positions at Kolobuk and Timor, but were repulsed by inferior numbers of Montenegrin troops.

#### Harbin, Nov. 16.

On the 8th the Serbians, near Smolensk, dispersed six battalions of Austrian troops, of whom only a small portion re-crossed the Drina. 1,800 Austrians were taken prisoner, including a colonel, and three quick-fires were captured.



Wyndham Street.]

5. Market Produce.—(See above)

6. The prices of provisions imported from countries in China (excepting those above enumerated) may not be more than 15 per cent. above the retail prices prevailing in Hong Kong on the 25th July, 1914.

Note.—In consideration of the loss sustained by the subsidiary coinage, payment for all articles of food not in value (excepting the articles enumerated in clause 5) in subsidiary coin be subject to an additional charge.



## DIARY OF WAR.

## COUNTRIES AT WAR.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Japan.
	Serbia.
	Montenegro.

## ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

## Events that Brought It About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary, saves Serbia from destruction by Bulgaria.

1906.—Tariff war between Austria-Hungary and Serbia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpectedly severe. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidences of Austrian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Frontenoy no casualties.

August 2.—British cabinet meets and adjourns till evening. Osennok invade Germany near Biala. Germans invade France near Cirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace.

August 4.—Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilbourg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces; Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenigsluis and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat.

August 8.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Haselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Ayrcourt and Cirey. August 18.—Japan sends ultimatum to Germany demanding that Kiaochow be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budua, sinking two ironclads and setting fire to another.

August 17.—Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Belgian Royal Family and Government move to Brussels.

August 20.—Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Servians recapture Austrians along the Drina. August 23.—Japan declares war on Germany.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland.

August 29.—German troops being withdrawn from Belgium, owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand. August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Laon, towards Mezieres.

Sept. 1.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns. Sept. 2.—Japanese occupy seven islands of Kiaochow, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Hailia. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 280,000. September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France and Russia mutually engage not to conclude peace separately during the war.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Rawarska, and convert Galicia into Russian Province.

September 10.—Forces of 60,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.12 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

Sept. 12.—Whole German right wing falling back in disorder, Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy. Australian Squadron occupies Herberstshof, German New Guinea. French troops occupy Soissons and Lunéville. German left wing retreating.

Sept. 14.—Germans evacuate Amiens and give way at Revinay and Brabant-le-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Rawarska, and occupy Czernowitz. Servians defeat 90,000 Austrians at the angle of the Rivers Drina and Sava. Announced that German cruiser *Hela* was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 18, 19 and 20.—Battle of the Aisne continues. German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships *Aboukir*, *Cressy* and *Hogua* sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 25.—The great battle continues; German counter-attacks being everywhere repulsed. Land fighting begins around Tsingtau.

Sept. 27.—Capital of the Cameroons surrenders unconditionally to British Force.

Sept. 28 and 29.—Battle of the Aisne continues, Allies beating back severe attacks by the enemy.

Sept. 30.—Big battle continues in favour of Allies, who make slight progress all along the line. Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported halting way to Buda Pest.

Oct. 1.—Announced that H.M.S. *Cumberland* has captured nine German liners and one gunboat in Cameroon River. Allies' position in France reported entirely satisfactory.

Oct. 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter-measure to German activity.

Oct. 3.—French President and Ministers start on visit to congratulate armies in the field. The Czar leaves for the front. Big battle continues in France, Crown Prince's Army being repulsed near Varennes.

Oct. 4.—Germans make night attack at Tsingtau, but are defeated, losing 47 killed. In the big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

Oct. 7.—Bombardment of Antwerp continues. German commander warning populace. Belgian Government removes to Ostend. German cruiser *Cormoran* and two gunboats sunk in Kiaochow Bay. Big battle still proceeding, fighting becoming increasingly violent.

Oct. 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

Oct. 12.—German aviators drop six more bombs on Paris.

Oct. 13.—Commando under Colonel Maritz revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre, in France. Allies resume offensive;

"real progress" reported.

Oct. 14.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. *Yarmouth* sinks the *Markomannia*, and captures the *Pontoporus* (Emden's supply ship) off Sumatra.

Oct. 15.—Allies make further progress, occupying a line from 1 p.m. to the sea. H.M.S. *Hawke* sunk by submarine in the North Sea.

Oct. 16.—Four German destroyers sunk off the Dutch coast.

Oct. 17, 18 and 19.—Further advances of Allies reported, notably on the Left Wing. French cruiser *Waldeck Rousseau* sinks Austrian submarine off Dalmatian coast.

Oct. 20.—Japanese occupy Marshall, Mariana and Caroline Islands.

Oct. 21.—Announced that the Emden sinks five more British vessels and captures another. British warships do great work off the Belgian coast, shelling the enemy's trenches and wrecking six batteries. Germans who had advanced on Warsaw compelled to retreat; Russians pursuing them. British naval flotilla continues to bombard German flank.

Oct. 23.—Severe fighting on the Left Wing, the Allies continuing to make progress. Steamer *Cresfeld* arrives at Las Palmas with the crews of 13 steamers sunk by the German cruiser *Karlshof*, mostly in the Atlantic.

Oct. 24.—British destroyer

Badger sinks German submarine off Dutch coast. Announced that there are nine German cruisers on the high seas, and that 70 warships of the Allies are searching for them.

Oct. 25 to 28.—Allies continue to progress on the Left Wing, and Russians advance to Lowicz and Lodz, driving the Germans before them. French drive enemy over frontier east of Nancy.

Oct. 28.—Five men sentenced to death in connection with the assassination of Prince Franz Ferdinand, and others sent into penal servitude.

Oct. 29.—Russians break resistance of last units of the enemy north of the Pilica, and the whole Austro-German Army retreats.

Oct. 30.—Reported that the Emden enters Penang harbour and sinks the Russian cruiser *Jemchug* and a French destroyer. Turkish warships enter open port of Odessa and bombard Russian ships. Turkish cruiser bombards Theodosia in the Crimea.

Oct. 31.—Germans attempt general offensive movement from Nieport to Arras, but Allies still advance. Enemy reported to be withdrawing from Dixmude. Russians still advance in Poland and East Prussia.

Nov. 1.—British cruiser *Hermes* sunk by submarine in the Straits of Dover. British, French and Russian Ambassadors in Constantinople request passports. Most of the German forts at Tsingtau silenced by Japanese and British bombardment. British and French Ambassadors leave Constantinople. Announced

that 2,000 armed Bedouins have penetrated Egyptian territory. Germans continue violent attacks in Belgium and France, but are everywhere repulsed. British Government to shortly issue war loan of £200,000,000. Turkey apologises to Russia, but endeavours to throw the responsibility on the latter.

Nov. 3.—H.M.S. *Minerva* bombards Akabi, which is evacuated. Trilling story from British Headquarters issued showing how a large body of British troops was transferred from the Aisne to the battle on the north coast, and how in subsequent fighting the enemy suffered terribly from our offensive. Submarine D5 sunk in skirmish with retreating German squadron in North Sea. German abandon left bank of the Yser below Dixmude. Anglo-French Squadron bombards the Dardanelles.

Nov. 4.—German cruiser *Xorok* strikes chain of mines blocking entrance to Jahde Bay and sinks. Nov. 5.—War between Britain and Turkey declared. Annexation of Cyprus announced.

Nov. 6.—Austrians retreating along whole front before Russians. France declares war with Turkey.

Nov. 7.—Fall of Tsingtau announced. Russians continue triumphant march, capturing many prisoners and guns. Allies still make progress.

Nov. 8.—Announced that the surrender of Tsingtau is unconditional. Russian cavalry enters German territory from beyond the Vistula.

Nov. 9.—Colonial contingents

given great reception at Lord Mayor's Banquet. Patriotic speeches at the Guildhall banquet. German cruiser *Emden* caught off Cocos Islands by H.M.A.S. *Sydney*; engagement ensues; *Emden* goes ashore and is burnt out; Commander and a nephew of the Kaiser among the prisoners.

Nov. 10.—German cruiser *Koenigsberg* imprisoned in the Raddi River, German East Africa by sinking of colliers at the river's mouth. Russians still advancing in Poland and East Prussia.

Nov. 12.—Severe fighting in France and Belgium; Germans take Dixmude, but Allies hold their own elsewhere. Further Russian advance in East Prussia. Admiralty announces that, in absence of information, loss of cruisers *Cecil Hope* and *Monmouth* must be assumed.

Nov. 13.—Mr. Asquith announces that British casualties in France up to October 31 total 57,000. Christian De Wat's rebel commando severely defeated by General Botha. Announced that supplementary vote for another million men will be asked for, bringing British Army up to 2,186,400, exclusive of Territorials.

Nov. 14.—Egyptian Mohammedans give expression to remarkable feelings of loyalty towards Britain.

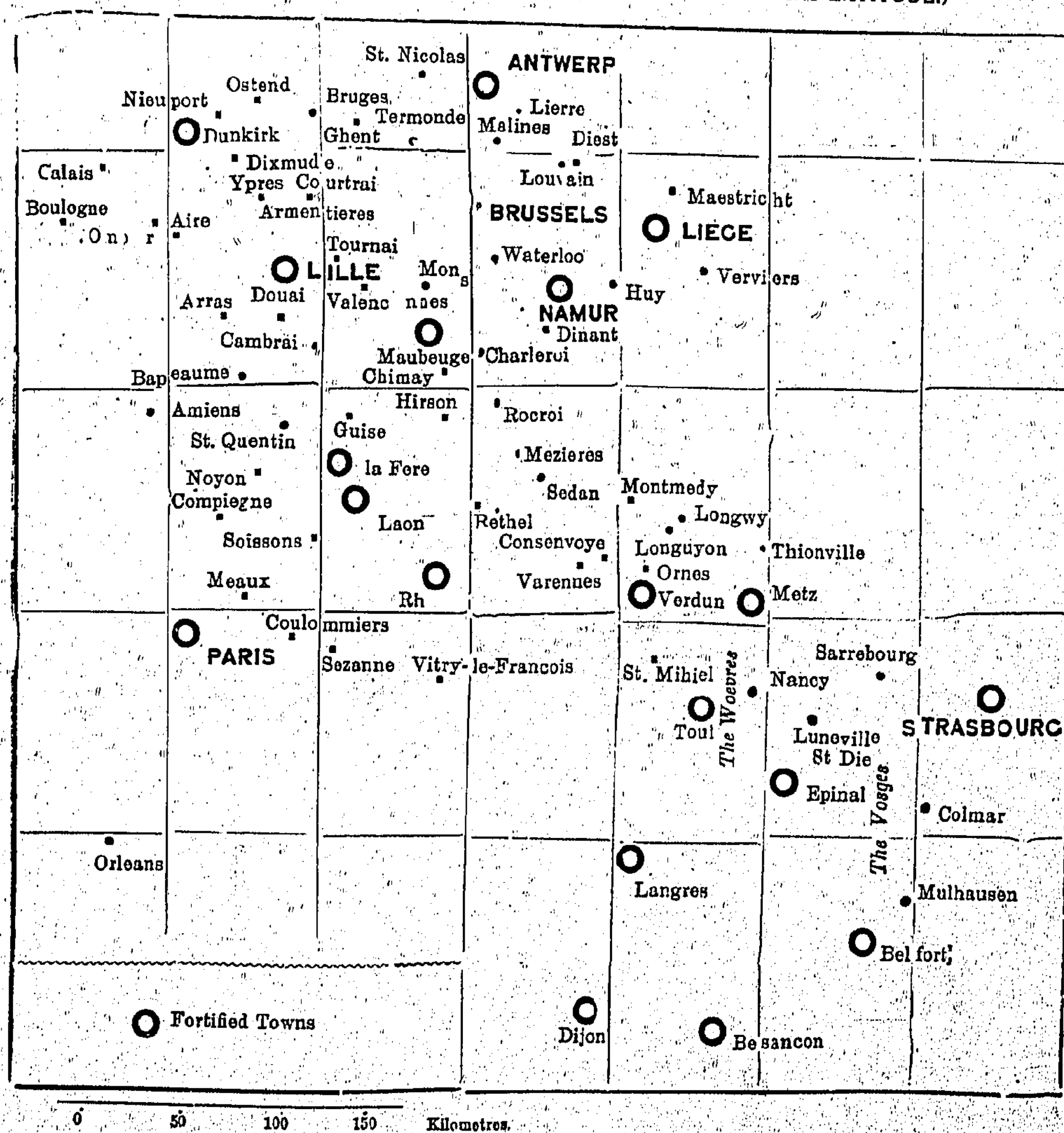
Nov. 15.—Death of Earl Roberts in France announced. Fighting still continues in Belgium, Germans being thrown back to right bank of the Yser Canal.

(Continued on page 10)

## THE WAR.

## Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that have for a vigorous bombardment of Ypres the Germans are showing less activity.







GERMANY'S 11-INCH  
HOWITZERS.Giant Krupp Guns Which  
Reduced Antwerp.

At the siege of Antwerp, the Germans undoubtedly employed a number of the now celebrated 11-inch Krupp howitzers which they used before Liege and Namur.

It is only quite recently that we have received authentic details of these huge engines of war, which are officially known as the "Krupp 28 centimetre siege and field howitzers." Many wild conjectures have, however, been made from time to time as to their capabilities, and they have even been confused by some writers with the 42 centimetre (16.4 inch) gun.

They are very heavy weapons, the weight behind the special tractor made for hauling them being 11 tons. When set up for action, other appurtenances bring the total weight to no less than fifteen tons.

The 11-inch shell which is fired weighs 743 lb. A number of powder charges can be used; the largest and most powerful giving a muzzle velocity of something less than 1,150 feet per second to the shell which it projects.

Easy to Operate.  
The outstanding feature of howitzers, besides their great power, is that they can be fired from the ground without a special platform. It is possible to bring them to position and fire them on their wheels as they stand. It is usual, with heavy howitzers of this sort, to dismount them and erect them on a specially made platform, sometimes built on concrete. The curious design of the wheel—similar to that of the "caterpillar" traction engine—and the heavy trail make special mounting unnecessary with the Krupp 11-inch. It is said that even on soft ground one man laid under the wheels are all that is necessary to permit of these howitzers being fired.

The trajectories of projectiles fired from a gun and a howitzer may be likened to the paths made by a cricket ball when bowled by fast and slow bowlers. With the fast bowler there is little curve in the ball's flight; it proceeds with high speed in an almost straight line to the wicket. The path of the ball sent down by the slow bowler is that which we know as a "lob"; the ball has not much velocity and rises to form a distinct curve in its flight.

So with the gun and the howitzer. For the latter is invariably protected heavily against gun fire, so that although the energy developed by a field gun of large calibre is enormous, a constant battering of the walls of the fort is necessary before much impression is made.

Directing the Shells.  
The problem of where to direct the shells has been more or less solved by the advent of the air scout. An aeroplane observer can report to the howitzer battery, the commander of which can use charge and elevation to meet the observer and render howitzer fire the more effective.

Angle of Fire.  
As to the capabilities of this Krupp 11-inch, these can be readily gauged when we know the details of shell, charge, and elevation, such as have already been given. With these data to hand it is possible to obtain a fairly accurate idea of what the weapon can accomplish. A more or less intricate calculation has to be made, but the results attained are very close to the truth.

Suppose, then, the 11-inch howitzer were to open fire at an elevation of 20 degrees. Using the full charge, giving a muzzle velocity of 1,500 feet per second, the howitzer could be situated at a distance of 7,300 yards (a little over four miles) and would drop a shell at an angle of 23 degrees within forty seconds. The shell in its journey would rise to something under half a mile in the air, and would take 23 seconds to accomplish the flight. The velocity with which it would fall would be 930 feet per second, equivalent to a striking energy of 4,500 foot-ton. To take advantage of its extreme ranging power, the howitzer would be fired at an angle of elevation of about 45 degrees. The

## DIARY OF WAR.

(Continued from back of page 8).  
November 16.—Votes for \$225,000,000 and for a million more men passed by the House of Commons. Announced that H.M.S. Oropusiasa, German regiment annihilated south of Bixchoote. Reported that Russian Fleet leaves Helsingfors to give battle to the Germans.

November 17.—Prince of Wales leaves for the front. Mr. Lloyd George outlines financial proposals in House of Commons, including War Loan of \$350,000,000.

November 18.—War Loan quoted from par to one-half per cent. Japanese Ambassador leaves Constantinople. British Third Division shelled out of trenches, but brilliantly counter-attacked and drove Germans back in disorder. German Fleet bombarded Libau.

November 19.—Russians progressing in East Prussia and Galicia, but advance guards in Poland retiring. Division of Russian Black Sea Fleet engages the Goeben and Breslau, which disappear in mist after former is badly hit.

November 20.—German attacks in France and Belgium less severe; snow falling in Flanders. Desperate fighting between Russians and Germans between the Viapla and the Warta. Russians attacking strong positions in East Prussia.

November 21.—British Admiralty announces elaborate system of mine defence on east coast. Australia taking steps to send unlimited number of men to the front. Russians inflict heavy losses on Austro-German forces between Czestochowa and Cracow. Russians bombard Black Sea port of Kopa, doing great damage.

November 22.—Canada enlisting an additional 50,000 men, bringing her forces under arms to 103,000. Lull still continues in France and Belgium, save for vigorous bombardment of Ypres by the Germans.

The Hungry Army.  
"Half the bridge has been blown up by the Germans—who had supper on the remaining half afterwards."—Daily Mail.  
One more proof that they must have been kept very short of rations.—London Opinion.

weapon could then be used at a distance of over six miles. The shell when projected from the howitzer at this angle would ascend into the air to a height of 9,000 feet (considerably over one-and-a-half miles), and would take 47 seconds in flight. It would have a remaining velocity of 950 feet per second and a striking energy of 4,700 foot-ton. The angle of descent would be 50 degrees; that is to say it would fall into the town at a rate 50 per cent. greater than the rate at which it was travelling horizontally.

When firing at its maximum elevating capacity, that is, 65 degrees, the mounting will permit of any higher angle—the howitzer would have to come closer than for 45 degrees. The range would then be about five miles, and the shell would travel into the air to a height of nearly three miles. The time taken in flight would be a little over one minute, and the velocity at which it would strike an object would be 1,040 feet per second, equal to a striking energy of 5,600 foot-ton. The angle of descent would be nearly 70 degrees.

As has already been remarked, the outstanding feature of this powerful 11-inch Krupp howitzer is the comparative readiness with which it can be brought into operation. But on land heavy ordnance has always the disadvantage of unwieldiness. A mass of ten tons on wheels, in difficult country, is a most cumbersome object.

SILIMPON COAL  
BUNKERS

can be supplied at cheap rate at SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

## POST OFFICE.

## Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide consignees' letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide consignees' letters posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, or anywhere en route to Hongkong.

7. The above regulations will not affect the licensed, private letter boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong and Macao Steamboat Company.

FROM DECEMBER 1st 1914 THE PEAK PILLAR BOXES WILL BE CLEARED AT THE UNDERMENTIONED TIMES:

No. 1. ENTRANCE TO VICTORIA GAP TRAM STATION, WEEK DAYS, 8.05 a.m., 2.00 p.m., SUNDAYS, 9.05 a.m., 2.00 p.m.

No. 2. MOUNT KELLET ROAD OPPOSITE THE ENTRANCE TO DES VILLAS, WEEK DAYS, 8.25 a.m., 2.20 p.m., SUNDAYS, 9.25 a.m.

No. 3. JUNCTION OF GOUGH HILL & ABERDEEN ROADS, WEEK DAYS, 8.30 a.m., 2.25 p.m., SUNDAYS, 9.30 a.m.

No. 4. JUNCTION OF GOUGH HILL AND PLANTATION ROADS, WEEK DAYS, 8.45 a.m., 2.40 p.m., SUNDAYS, 9.45 a.m.

No. 5. AT VICTORIA HOSPITAL, WEEK DAYS, 9.00 a.m., 2.55 p.m., SUNDAYS, 10.00 a.m.

THE FIRST COLLECTION WILL BE SENT OUT WITH THE 10.00 a.m. DELIVERY, AND SECOND COLLECTION WILL BE SENT OUT WITH THE 4.00 p.m. DELIVERY FROM THE G. P. O.

THE SUNDAY COLLECTION WILL BE SENT OUT WITH THE 11.30 a.m. DELIVERY FROM THE G. P. O.

CORRESPONDENCE (INCLUDING PARCELS) IS BEING DESPATCHED AS OPPORTUNITY OFFERS; BUT ALL SERVICES ARE IRREGULAR AND UNCERTAIN AND ALL CORRESPONDENCE IS LIABLE TO DELAY.

THE PARCEL POST SERVICE TO FRANCE IS SUSPENDED UNTIL FURTHER NOTICE.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKETS WHILE IN THE CUSTODY OF THE POST OFFICE THE POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DONE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, CRETE, OR MONTENEGRO AND NO LETTERS, BOXES OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

THE PARCEL POST SERVICE TO THE UNITED KINGDOM IS IN FULL WORKING ORDER BOTH BY ROUTES BY THE LONG SEA ROUTE.

THE PARCEL POST SERVICE TO EGYPT AND CERTAIN COUNTRIES MENTIONED, SERVED BY EGYPT, IS RESUMED FOR ORDINARY PARCELS ONLY—CRETE, CYPRUS, GREECE, SYRIA, TURKEY, ITALY, ALGERIA, SWITZERLAND AND (LYBIA) TRIPOLI.

War risks are not covered by postal registration or insurance.

The services to Germany, Austria, and Teintan are suspended.

The Mail from London (via Siberia) of Saturday 24th Oct. is due to arrive here tomorrow.

The American Mail is due to arrive here on Thursday, the 26th inst., at noon.

## MAILS DUE.

Siberian, 25th inst.  
American, 26th inst.

## MAILS CLOSE TO-MORROW.

Straits, Colombo, Suez Port Said, Marseilles, and United Kingdom ... 25th 9 a.m.  
Swatow ... 25th Nov. noon.

## THURSDAY, 26th Nov.

Woh-hai-wai & Tientsin 26th inst., 11 a.m.  
Hohow, Pakhoi & Haiphong ... 26th inst., 11 a.m.

Japan via Kuchino, Victoria, Seattle, Tacoma & Vancouver ... 26th Nov., 3 p.m.

Shanghai and North China (Europe via Siberia) 26th inst., 3 p.m.  
[Tientsin-Pakow Service Shanghai Br. P. O. 5 p.m. Monday, 30th November]

## SHIPPING NEWS.

## ARRIVED.

Jade, Fr. s.s. 285, J. Pannier, 24th inst.—Haiphong; 20th inst., Rice—W. Jack.

Nellor, Fr. s.s. 4,700, J. Gaunt, 24th inst.—Yokohama, Gen.—P. & O. S. N. Co.

Haimun, Br. s.s. 611, Stewart, 24th inst.—Swatow, 23rd inst., Gen.—D. L. & Co.

Yatsing, Br. s.s. 1,480, F. E. Jarrett, 24th inst.—Singapore, 17th inst., Gen.—J. M. & Co.

Yuensang, Br. s.s. 1,128, Tough, 24th inst.—Manila, 21st inst., Gen.—J. M. & Co.

Onsang, Br. s.s. 1,718, P. Rolfe, 24th inst.—Bangkok, 15th inst., Rice—Order.

Tihini, Dut. s.s. 3,018, W. H. Lop, 24th inst.—Java, 15th inst., Sugar—J. C. J. L.

Tjilwong, Dut. s.s. 3,016, A. Oldenburger, 24th inst.—Java, 16th inst., Sugar—J. C. J. L.

## PASSENGERS ARRIVED.

For s.s. Yuensang from Manila—Messrs Chas Booth, Mr & Mrs Silva Felixina, M A Marquy, Max Sely, S Ohta, Cha Anderson.

For s.s. Nellor from Shanghai etc.—Messrs J A Gray, C Summers, L L & Miss O R H Rayner, A David, Mr & Mrs Sholin, Mr & Mrs Landale, Miss Allanby, Miss Scott, Mrs Grant, Sir Paul Chater, Mrs Jackson, Mrs Kiddle, Miss Osbourne.

## PASSENGERS DEPARTED.

On Nov. 21.—For Australia etc, Mr J E McClelland, Miss A Sloman, Miss E A Sloman, Mrs A Miller, Misses Griffith, Miss Hickey, Messrs Fultz, Capt Clark, Ikeda, McCullum, I W Wilson, Nathan, A G Zaboh, Miss E L Wilson, Mrs F H Mervington, Kanesaka, Mrs Takisaka, Mr & Mrs Maruta, Mr & Mrs M Carisolo, Mr Carisolo, C Carisolo, T Vercoonal, Mr P Carisolo, T Takisaka and Mitani.

## FRIDAY, 17th Nov.

Swatow, Amoy & Foochow 27th inst., 1 p.m.

## SATURDAY, 28th Nov.

Hohow, Pakhoi & Haiphong ... 28th inst., 5 p.m.

## SUNDAY, 29th Nov.

Swatow 29th inst., 9 a.m.

## THURSDAY, 1st Dec.

Shanghai, North China, Japan, via 'Meji', Victoria, B. C. Seattle & United Kingdom via Canada, 1st Dec., 11 a.m.

Swatow, Amoy & Foochow ... 1st Dec., 1 p.m.

Philippine Is. 1st Dec., 3 p.m.

## FRIDAY, 2nd Dec.

Straits, Ceylon & Europe 2nd Dec., 9 a.m.

## SATURDAY, 5th Dec.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe Late Letters 10.30 a.m. to 11 a.m., Extra Postage 10 cents (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The parcel mail will be closed on Thursday, the 4th Dec. at 5 p.m. ... 5th Dec. 5 p.m.

## THURSDAY, 8th Dec.

Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin & New Guinea via Thursday Is. ... 8th Dec., 11 a.m.

## TIDE TABLE.

23rd Nov., to 29th Nov., 1914.

Mon. 23 Nov. High Water Hongkong Mean Time. Low Water Hongkong Mean Time.

Tues. 24 Nov. High Water Hongkong Mean Time. Low Water Hongkong Mean Time.

Wed. 25 Nov. High Water Hongkong Mean Time. Low Water Hongkong Mean Time.

Thurs. 26 Nov. High Water Hongkong Mean Time. Low Water Hongkong Mean Time.

Fri. 27 Nov. High Water Hongkong Mean Time. Low Water Hongkong Mean Time.

Sat. 28 Nov. High Water Hongkong Mean Time. Low Water Hongkong Mean Time.

Sun. 29 Nov. High Water Hongkong Mean Time. Low Water Hongkong Mean Time.

Mon. 30 Nov. High Water Hongkong Mean Time. Low Water Hongkong Mean Time.

## WEATHER REPORT.

On the 24th at 11.30.—Pressure has increased moderately on the Obien coast and decreased quickly over Japan and the Loochoos. The anticyclone has passed into the Pacific and a fresh area of high pressure, which appears to be of considerable intensity, has formed upon the continent. A depression which crossed Manchuria yesterday is situated to the north of Japan this morning, and an area of low pressure in indicated to the S.E. of the Loochoos.

The monsoon will freshen and blow strongly over the north part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. N.E. winds, moderate to fresh; cloudy; drizzling rain.

2 Formosa Channel. N.E. winds, strong.

3 South coast of China between H.K. and Lamook. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register. 24th Nov., a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind Force. Weather.

Wostock 7a 29.90 22 nwn 2 b

Nemuro 6a 29.71 w 7

Shanghai 7a 29.67 w 7

Tokyo 7a 29.80 nw 3

Kobe 7a 30.11 sw 1

Nagasaki 7a 30.05 nne 1

Kagima 7a 30.05 nne 1

Oshima 7a 29.93 nne 1

Naha 7a 29.93 sw 1

Naha 7a 29.97 n 4

Chafoo 7a 30.14 w 4

Whalew 7a 30.15 41 57 wsw 4 b

Hankow 7a 30.15 40 nw 2 b

Chungking 7a 30.15 50 nwn 5 br

Shanghai 7a 30.01 61 n 1

Amoy 7a 30.05 63 89 nw 2

Swatow 7a 30.01 62 89 n 2

Taihou 7a 30.01 ne 2

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